

THE COMMERCIAL MOTOR

FRIDAY, JULY 15, 1960
ONE SHILLING

The "Mastiff" Express Freighter shown here, operated by Messrs. Ch. Goldrei, Foucard & Son Ltd., is engaged on twice weekly return trips from London to Liverpool with perishable food-stuffs. It has a Works-built cab and the body by Glover Webb & Liversidge Ltd., is specially strengthened to withstand braking strain.

TO-DAY'S
VEHICLE FOR
TOMORROW'S ROADS



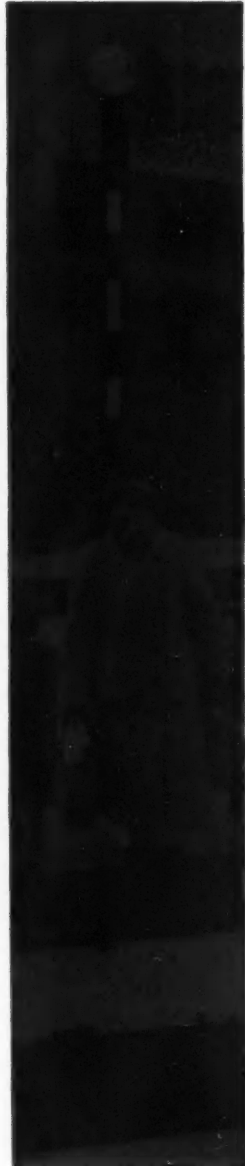
THORNYCROFT MASTIFF

Express Freighter

6 x 2

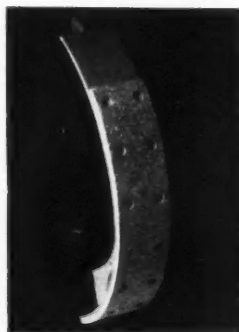
14 TON PAYLOAD

EXPORT EQUIPMENT (THORNYCROFT) LIMITED, BASINGSTOKE, HAMPSHIRE. Basingstoke 1200
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5-TC
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7-TC
8-TC
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7-TC
7-TC

25-C

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ROOTES

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Below are selections from our comprehensive and ever changing stocks

15-CWT.	AUSTIN 1958 J.2 Van, Blue, Extras, 24,000 miles. Seen London	£345
1-TON	COMMER 1960 Forward Control Special Bottle Float, Black & Pink, Unregistered, 1,500 miles only. Seen London	£695
1½-TON	COMMER 1958 Forward Control Van, Black. Seen London	£425
—	MORRIS 1957 12-seater Minibus, good condition, painted Blue. Seen at Manchester	£375
5-TON	COMMER 1950 Tipper, Pilot gear and body, good tyres, good condition, "C" licence user. Seen at Manchester	£150
6-TON	SEDDON 1949 Diesel Chassis/Cab, fitted with Platform lorry, high loading board and rear board, painted Red, very good condition. Seen at Manchester	£175
10-TON	FORD 1958 Trader, Tractor Unit fitted with 6D power unit and B.T.C. 5th wheel coupling, 8.25 x 20 12-ply tyres. Could be easily converted into tipper. Seen at Birmingham	£860
7-TON	COMMER 1956 Avenger Chassis Cab, ideal for specified loads to take body over 21ft. Seen at Birmingham	£550
8-TON	LEYLAND 1954 Comet, Long Wheelbase, high-sided tipper, ideal for coal haulage. Seen at Birmingham	£650
15-CWT.	AUSTIN 1957 Omnicoach Conversion to Caravan. Seen at Canterbury	£525
32-SEATER	AUSTIN 1951 'Kenex' Luxury Coach. Excellent condition throughout. Seen at Canterbury	£875
15-CWT.	BEDFORD 1958 Caravan, small mileage. Seen at Canterbury	£595
15-CWT.	AUSTIN 1957 Omnivan. Seen at Maidstone	£315
7-TON	B.M.C. Diesel late 1956 Dropside Truck. Seen at Maidstone	£625
7-TON	VULCAN 1951 7GF Platform. Seen at Maidstone	£275
—	COMMER 1959 Express Delivery Van, Antelope, one owner, wing mirrors, good condition. Seen at Rochester	£389
—	BEDFORD 1954 Dormobile, Green, one owner, lamp flashers, fair condition. Seen at Rochester	£269
25-CWT.	COMMER 1955 Van, Grey, recently re-sprayed, average condition. Seen at Rochester	£225

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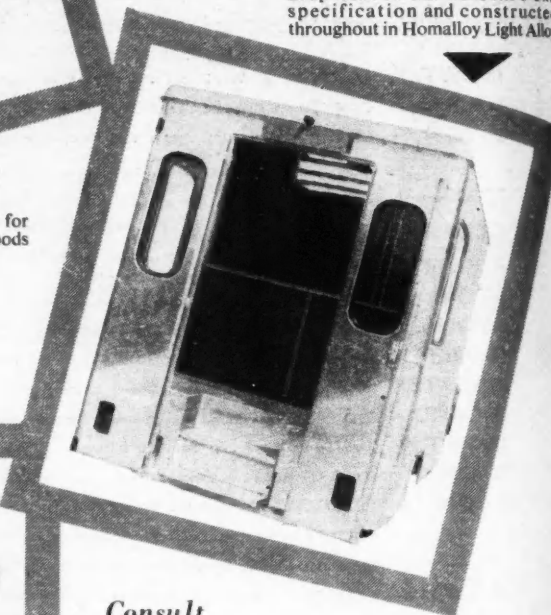
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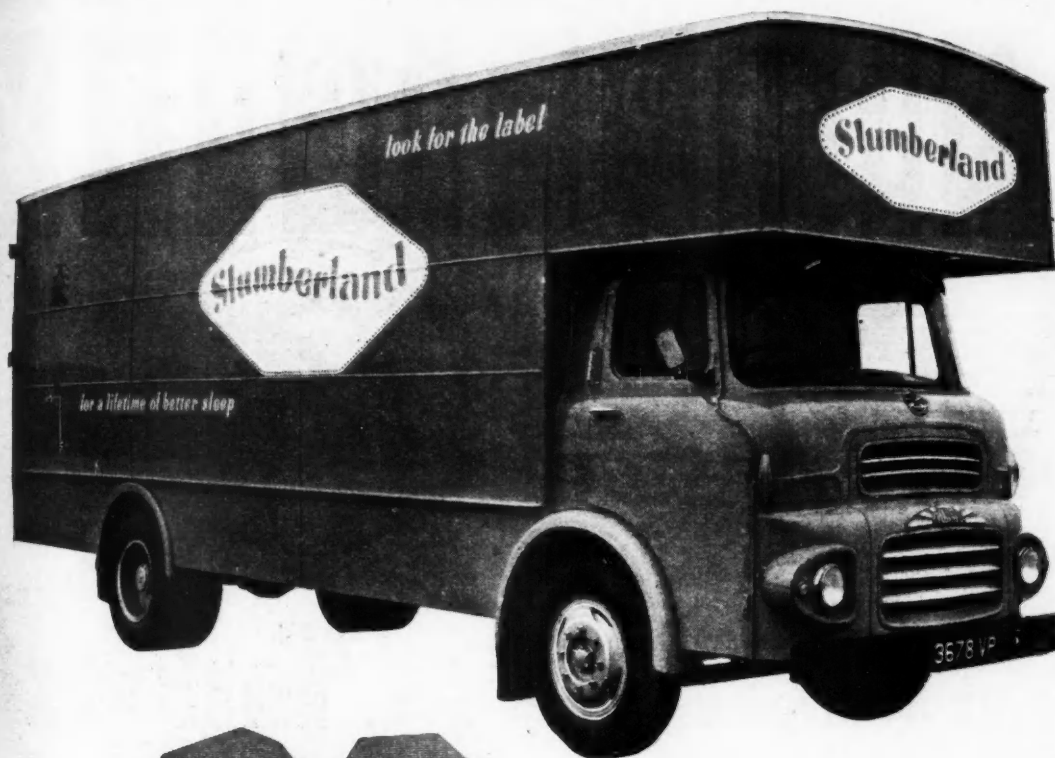
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**"FOR OVER 30 YEARS the backbone of
our transport fleet"**
Slumberland Ltd. Birmingham

For an operator to use one make of truck for upwards of thirty years is a testimonial in itself. But Slumberland Ltd. have more to say about Albions than that. And they should know—for, with their latest purchase of 7 under-floor-engined Claymores and 10 Victor VT19 bulk load chassis, their total orders now approach the two hundred mark.

Of these new models Slumberland say:

"if the new Victor with its large loading space of 24' behind the driver, and the Claymore with its 18' 6" body length can equal the earlier Albions' robust features, long life and excellent fuel consumption, then you certainly have built the ideal vehicles for our purpose."

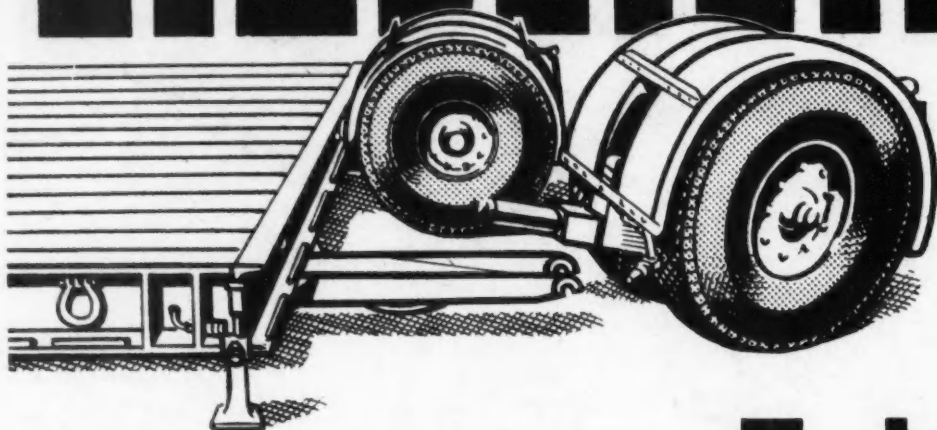
Slumberland need have no qualms. As good as those earlier Albions were, these new models must be better. Look what they include: stepped-up power, improved transmissions, spiral bevel rear axles, hydrovac assisted braking and big roomy cabs. Plus, of course, the solid reliability which, coupled with keenly competitive prices, is the hall-mark of every Albion.

Albion
MOTORS LIMITED

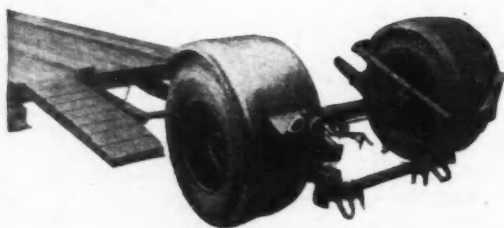
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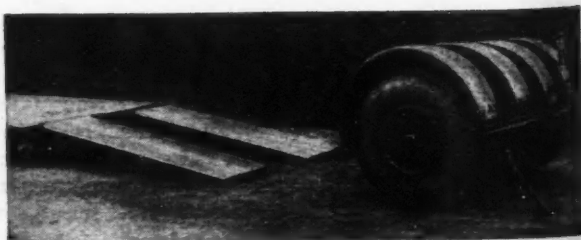


An important feature, as handlers of Taskers trailers well know. Simplicity implies efficiency . . . and that includes loading and unloading. Rear wheel assemblies are a case in point. Secure and safe, yet needing the minimum of men and movements to detach and roll clear. No fuss or bother. Good designing with the right attitude to operators' requirements. An attitude peculiarly Taskers . . . perhaps because we've been at the job a long time!

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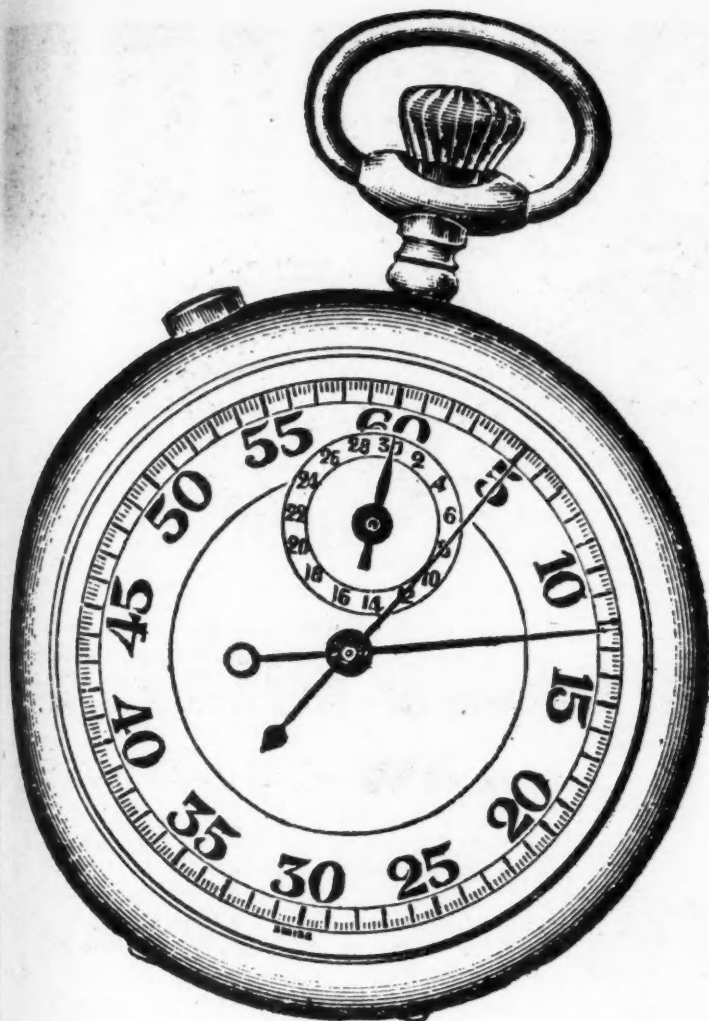
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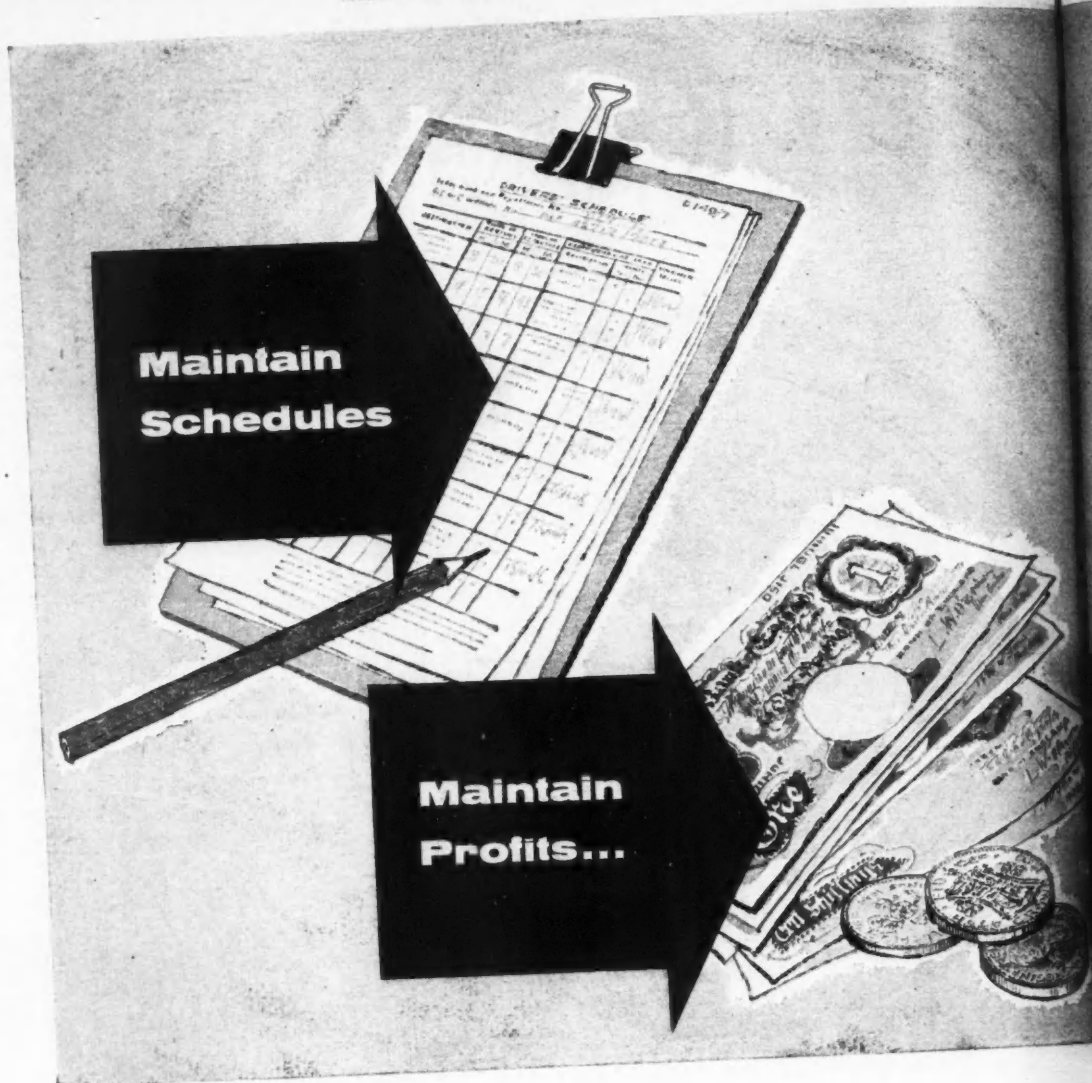


**KEEP
PACE
WITH
THE
CLOCK**



Every operator knows that with trucks or buses, time is money. Time out of action means money out of pocket. Operators know well enough the reasons for regular preventive maintenance . . . avoiding breakdown on the job and schedule-wrecking lay-ups. But some still question the amount of time and cost involved; does preventive maintenance really beat the clock; does it really make sense—and pence?

To these operators, the message on the following three pages is of special interest. They show why routine attention at the *priority points* of your vehicles does make you time and money . . . with developments in servicing by Automotive Products Company.



**Maintain
Schedules**

**Maintain
Profits...**

**Maintain
perform
at these
Priority**

Today, routine in-
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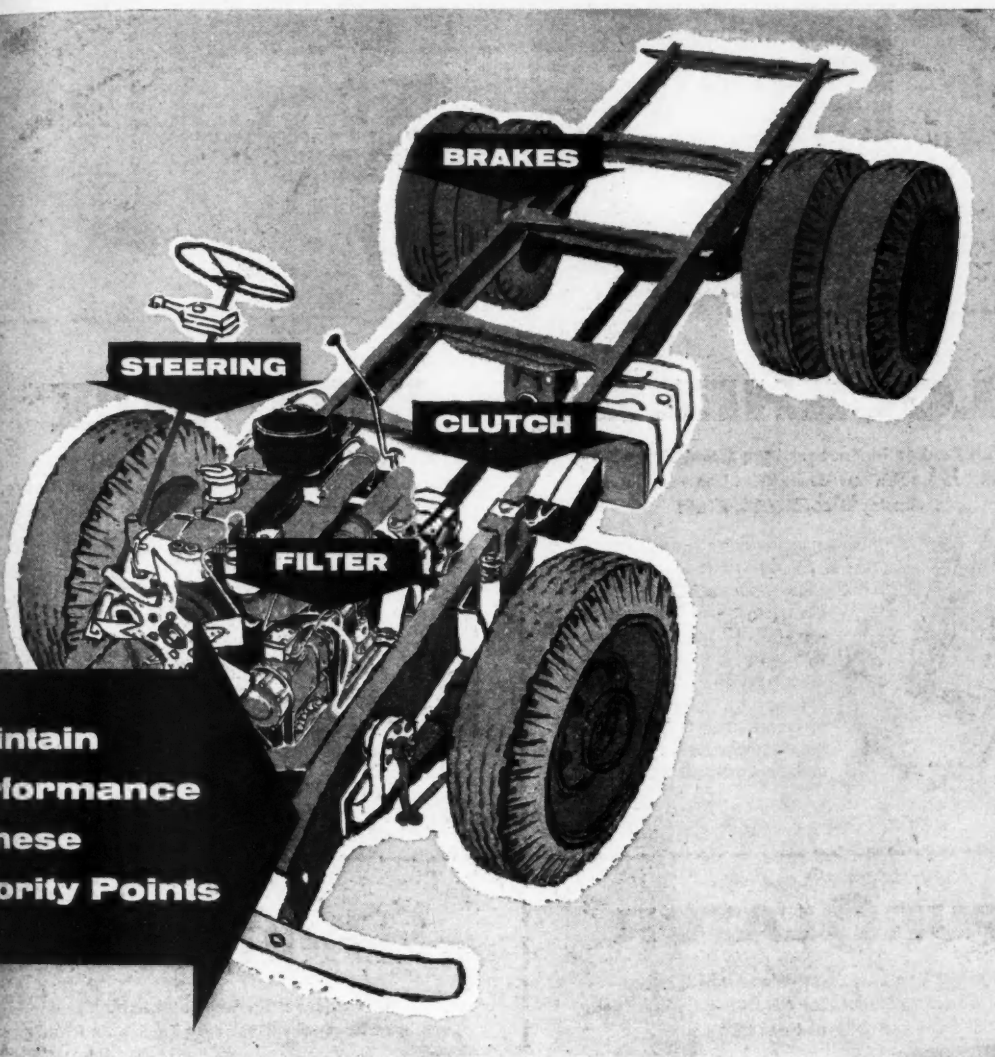
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breakdown th

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Products Group



AUTOMOTIVE



**Maintain
performance
at these
Priority Points**

Today, routine inspection and maintenance are quicker, easier and cheaper . . . so much so that there's just no reason to do without them. Especially when the brake, the clutch, the steering joint that was 'let go' just a day ago long can put a truck out of action on a busy day . . . when the filter that wasn't changed when it should have been may allow engine sludge or fuel-line dirt to affect the serviceability of a vehicle worth hundreds of pounds.

Setting up a regular inspection schedule for your vehicles to make sure that they're in top form for the big jobs. This maintenance is particularly important at the *priority* points. Brakes, clutch and steering are easily checked for any sign of excessive wear; oil and diesel-fuel filters are quickly renewed with refill elements. The whole *priority* inspection takes only a few minutes; it can prevent breakdown that might lose hours . . . and pounds.

- Developments by Automotive Products Company have simplified vehicle servicing when it becomes necessary. For example, a clutch overhaul, which once involved examination and repair of many intricate parts, is now a simple matter of fitting one or more of three low-cost, easily-installed Borg & Beck assemblies. The exchange brake shoe plan, pioneered by Lockheed, and the replaceable impregnated-paper filter cartridge, introduced by Purolator, are other examples of Automotive Products Company developments that give better maintenance, in less time and at lower cost.
- When you maintain with genuine products of Automotive Products Company, your replacement carries the house-mark of Britain's leading firm in the field, one or more of whose products is fitted to nearly every vehicle made in Britain.

ATMOTIVE PRODUCTS CO. LTD.

FOR 'FACTORY-NEW' PERFORMANCE AT 'PRIORITY POINTS'

LOCKHEED*

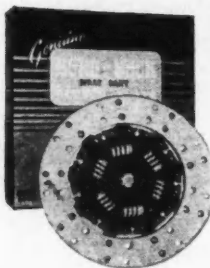
Keep Brakes in Factory-New Condition with Genuine Lockheed Brake Exchange Shoes, Cylinder Kits, Hoses, Fluid



Keeping brakes in factory-new condition is as easy as it is important. Lockheed developments have cut the time and cost of brake servicing. For Lockheed Hydraulic, Hydrovac and Servomatic braking systems there are genuine, factory-supplied replacement parts that will do the job quicker, cheaper, easier and more dependably.

BORG & BECK*

Quicker, Cheaper Clutch Servicing with Genuine Borg & Beck Components, Driven Plates, Release Bearings, Exchange Cover Assemblies



Now that Borg & Beck have simplified clutch renewal by the replacement of low-cost, quickly-fitted components, the major repair cost is the dismounting of the clutch. When the clutch is down, be sure to have all three components checked. It is much quicker and cheaper to replace worn parts than to take the clutch down again later.

PUROLATOR*

Protect Engines from Wear and Sludge with Genuine Purolator Micronic Refills for Oil and Diesel-Fuel Filters



To avoid excessive wear, and maintain clean-running, full-powered performance, replace oil and diesel-fuel filter elements at the correct intervals. And replace with Purolator, the first and finest replaceable impregnated-paper filter refills for the most effective filtration of the microscopic particles that form engine sludge.

Thompson*

Self-Adjusting, Longer-Lasting Genuine Thompson Steering Joints and Rods



In steering joints and rods, Thompson are certainly the best. Self-adjusting, fully protected against fouling and corrosion by dirt and water, stronger at points of stress and friction, they are designed and built for longer life and better service.

* Regd. Trade Mark

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The Dennis Pax provides the answer to all medium weight transport requirements. Robust structure throughout makes the Pax a particularly attractive investment, where specialised bodywork is contemplated,

The Pax specification is flexible offering a choice of wheelbases, engine and equipment, and both normal and forward control. In addition the range includes a tractor and a tipper, both with the same wide choice of specification.

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PAX

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and friction,
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LTD.

4 Purolator
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The effect produced by the magnetised molecules of these **FULLY DETERGENT HEAVY DUTY LUBRICANTS** results in the following outstanding advantages:

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- ★ **ENGINE WEAR REDUCED**
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Carrimore



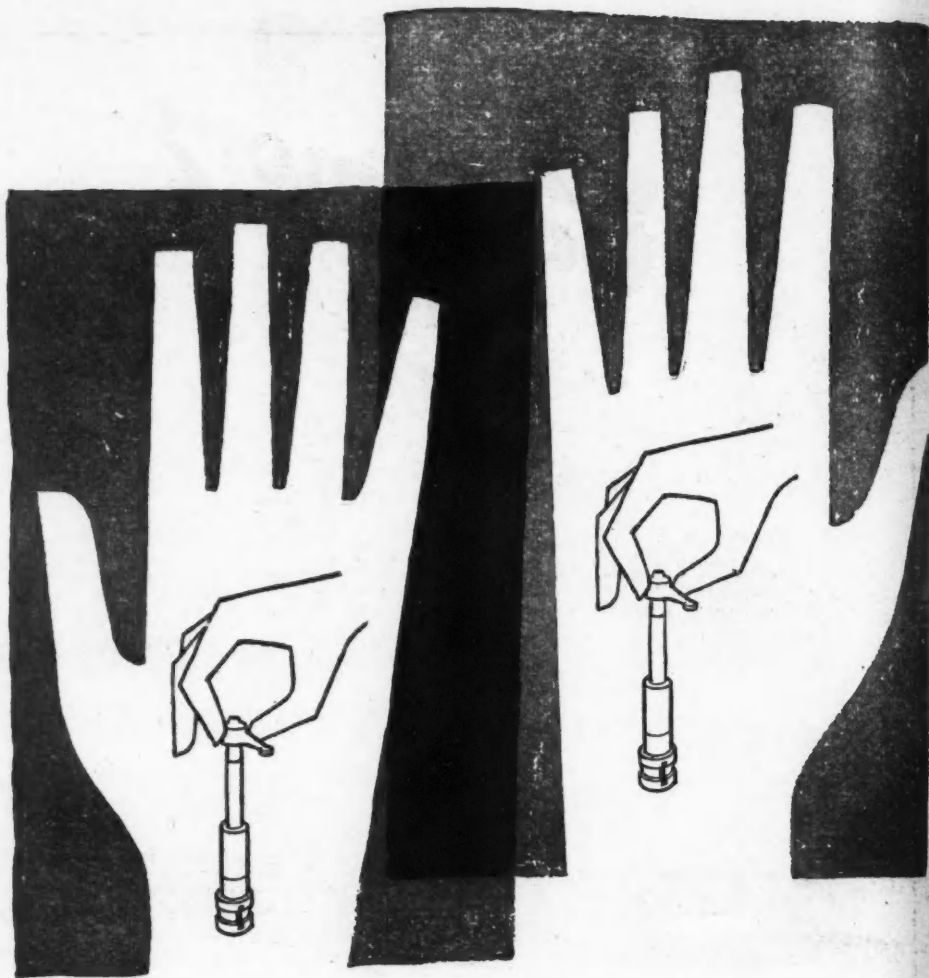
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CARRIMORE SIX-WHEELERS LTD.

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HILLSIDE 3631

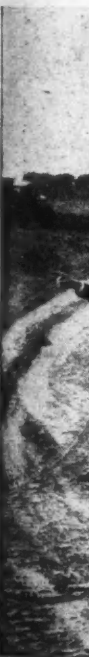


"Now you can fit it...now you can't..."

Put the cylinder of one of our injection pumps upright on the bench; hold the plunger between your finger and thumb; you can slide it easily into the cylinder... Hold it in your hand for ten seconds and it won't fit at all. Why? Expansion—perhaps only one ten-thousandth of an inch but quite enough to make it too large to fit the bore to which it was hand-lapped during manufacture. You find this level of workmanship throughout our pumps and all our products. One reason why they are standard equipment on so many diesels... not only here but in America and Europe.

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New roads and new factories being built . . . great steel works and oil refineries working at full blast . . . wherever there's progress, production and prosperity, there are Land-Rovers. For reliability, strength and endurance, they have no equal. They turn their wheels to any job that's going . . . fetching, carrying and hauling men and materials . . . treating the most unfriendly surfaces on earth with calm indifference. Around factory, farm or great constructional projects, you'll hear the same thing — "there's no substitute for the Land-Rover." • Ask your Distributor or Dealer for a Land-Rover demonstration. Prices from £650.

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CVS-265
A13



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Stuart A. Barr, director of Wallace Arnold Tours, writes:

"For some time now we have been replacing all pistons in our fleet with your Al-Fin Bonded type, as our vehicles become due for overhaul.

The excellent performance of these bi-metallic pistons, plus the extra length of life (especially ring groove) over a long period has convinced us that we were correct in standardising on them for all our engines. This, in turn, has decided us to standardise on your Al-Fin pistons as original equipment also, and therefore on all new vehicles these pistons will be specified, and by using them from the outset we are convinced we shall benefit".

(MESSRS. WALLACE ARNOLD TOURS LTD. OF LEEDS FAMOUS FOR THEIR CONTINENTAL TOURS HAVE A FLEET OF OVER 200 LUXURY COACHES AND 20 SERVICE BUSES.)

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THE CHOICE OF THE EXPERT

A14

Fit AL-FIN Armoured Pistons

High-speed haulage on the new motorways soon shows up defects in engines... many break down completely under this gruelling service. You can save money if you follow the examples of leading fleet operators, and fit Al-Fin pistons. Even in the most severe conditions Al-Fin will outlast ordinary pistons by 2 to 1. The key to this longevity is the ring groove belt of austenitic iron which is molecularly united with the aluminium body. This armouring arrests wear, reduces overhauls, pays dividends in low cost operation. Fit Al-Fin pistons at every overhaul dock.

AL-FIN

Ask your local Dealer now about fitting AL-FIN Pistons. Or send now for a free booklet to Dept. Cf.
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Ask for



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NEW VEHICLES

Ask for **PART EXCHANGE** allowances



THIS CUSTOMER GAVE US THE PRIVILEGE

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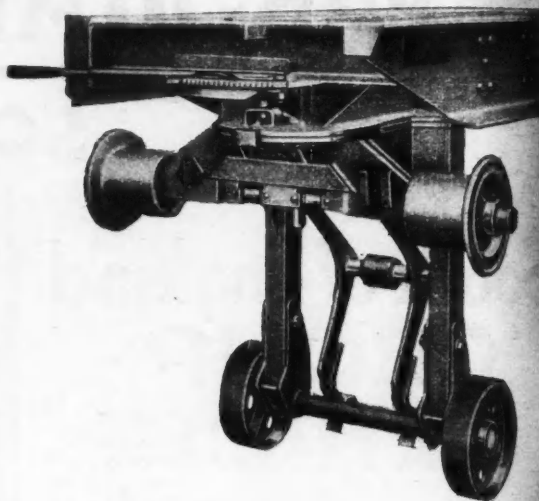


Get interchangeability

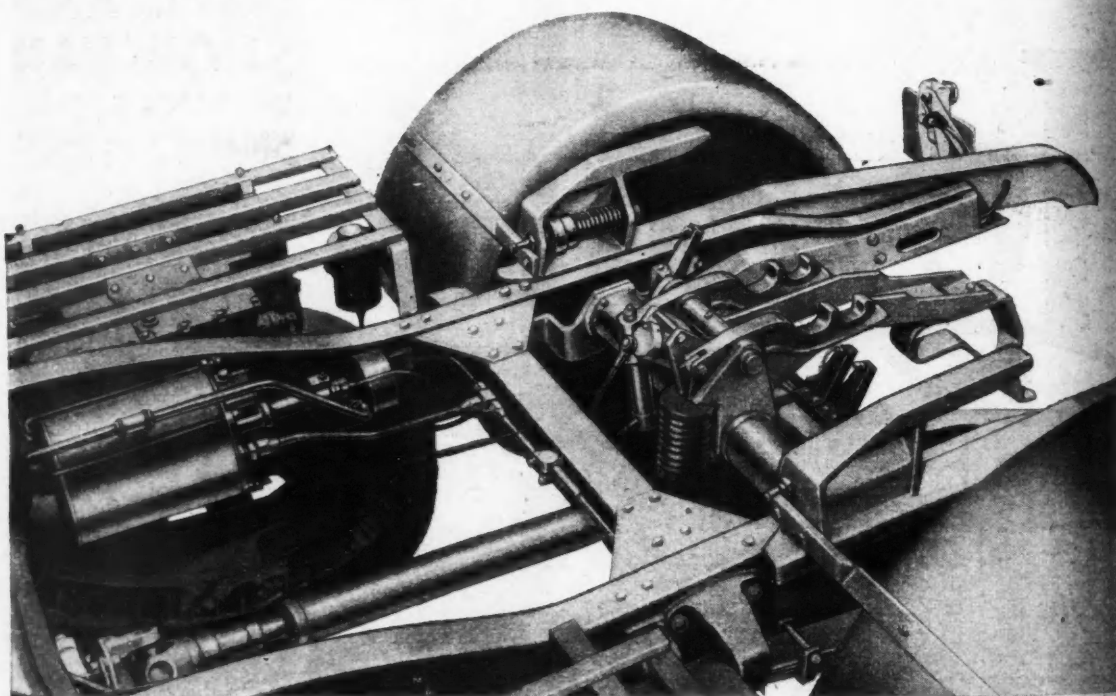
and gain a remarkably efficient braking system (based on the Clayton Dewandre 'Hydrovac'), giving smooth, progressive, matched operation with full response in one third of the time possible with normal upright vacuum systems.

Gain also a straightforward clean installation, sturdier than usual construction, easy positive coupling and uncoupling, independent progressive control of the semi-trailer brakes and a forecarriage on the semi-trailer that cannot collapse.

'Interchangeable' couplings and semi-trailers are each interchangeable with other makes of similar equipment.



Interchangeable Forecarriage



Interchangeable Coupling Mk. IV

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B.R.S. MEET 24-HOUR EXPORT DEADLINE



Friday a.m. Branch Manager J. Webster warned of rush job.



Saturday a.m. Wool delivered to docks at Hull.

Told on Friday—in the hold Saturday



Friday noon. Driver briefed.



Friday p.m. Loading under way.



Saturday a.m. Wool leaves Bradford.



Saturday a.m. Wool at docks.



Saturday noon. Wool aboard, ship sails.

B.R.S. had 24 hours to get this urgent consignment to the ship. They made it with time to spare. Jobs like this are all part of the normal service. Their clients know this and count on B.R.S. for punctual deliveries. W. N. Pollack Ltd., of Brearton Street, Bradford, Wool Exporters (whose wool it was), wrote this to B.R.S. . . . "The fact that we can remember no instance when you have failed to deliver our consignments on time speaks very highly of your organisation and drivers . . . our sincere thanks."

To get things moving—get B.R.S.

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Another Boalloy achievement!
Fibreglass cabs and tank
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The Life of a Specialloid PISTON

750,000 miles

was the distance travelled by a bus operated
by Compania Peruana de Omnibus S.A.—
without it being found necessary to dismount
the engine for repair

The original set of Specialloid pistons
was used throughout the entire distance

*— more than three times the
distance to the moon!*

We are proud to have been associated in this remarkable
achievement with the SCANIA-VABIS COMPANY—who fit

SPECIALLOID as original equipment
PISTONS

A20

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APARTADO 3170
LIMA—PERU

TALLERES:
AV. PROLONGACION CANGILLO 108
TELEFONO 3086

Herewith we wish to certify that Omnibus No. 2, of "SCANIA VABIS" make, Motor No. 62 1 79, Chassis No. 91 9 70, which operates on the Lima-Ica Line, has run 1,200,000 kilometres without it being found necessary to dismount the engine for repair.

Lima, 9th April, 1957

PERUVIAN OMNIBUS COMPANY LIMITED
J. BLUME T.
Principal of the Transport Department

The undersigned, PUBLIC NOTARY AND COMMISSIONER FOR OATHS, CERTIFIES that Mr. JUAN BLUME TRAVERSO, proving his identity with his electoral papers number six hundred fourteen thousand five hundred and ninety four and his military papers number eight hundred and seventy seven thousand six hundred and sixty two, was present in the offices of the aforesaid Public Notary, with the object of having legalised his signature in the said declaration which he has signed as Technical Principal of the Transport Department of the Peruvian Omnibus Company Limited, ratifying before me the sixty two thousand one hundred and seventy nine, Chassis number ninety one thousand nine hundred and seventy, which operates on the Lima-Ica Line, has run one million and two hundred thousand kilometres without it being found necessary to dismount the engine for repair, which he signs again in my presence, in Lima, on the thirteenth day of the month of April of the year one thousand nine hundred and fifty seven.

J. BLUME T.

DR. DANIEL CESPEDES
NOTARIO PUBLICO Y DE HACIENDA

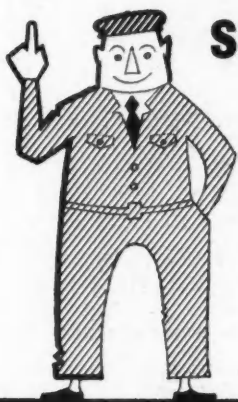


This is a translation of an affidavit drawn
up by Dr. Daniel Cespedes, Notario Publico
y de Hacienda.

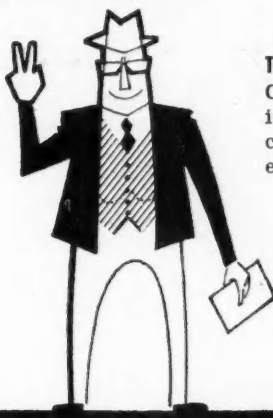
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why these men want **BODEN** semi-trailers...



THE DRIVER knows that it handles with ease and safety in all weathers and under all road conditions.



THE MANAGER of the Transport Company more abstractly wants it to handle more goods per ton capacity, more easily and more economically.



THE CUSTOMER knows that transport costs are reduced, that delivery by semi-trailer is more reliable, safer and dependable.

*Only the Boden semi-trailer fulfils all three requirements. The Boden semi-trailer is the **BRITISH** answer to this modern haulage technique. Semi-trailers give quicker loading; quicker returns.*



superlative semi-trailers

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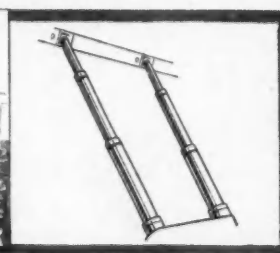
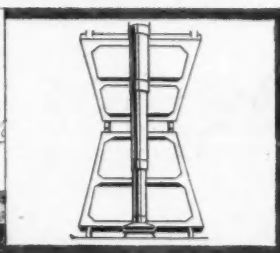
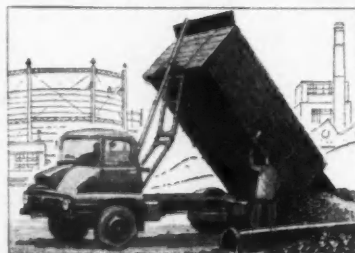
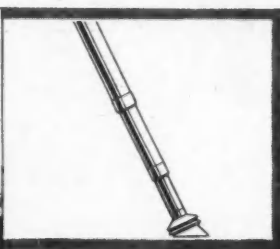
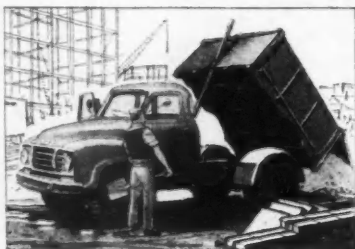
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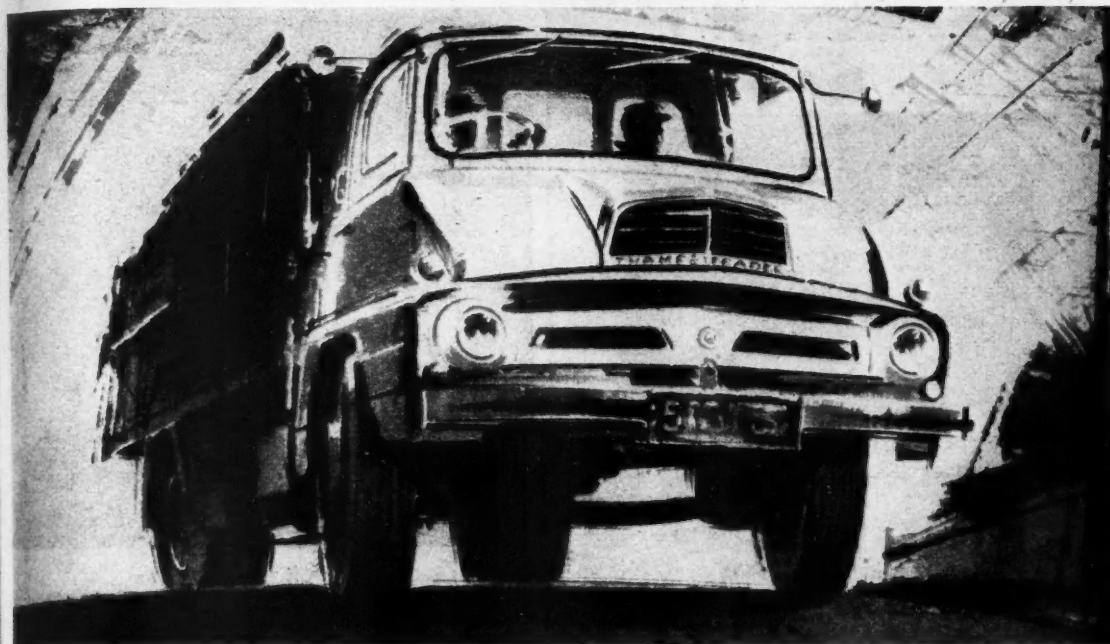


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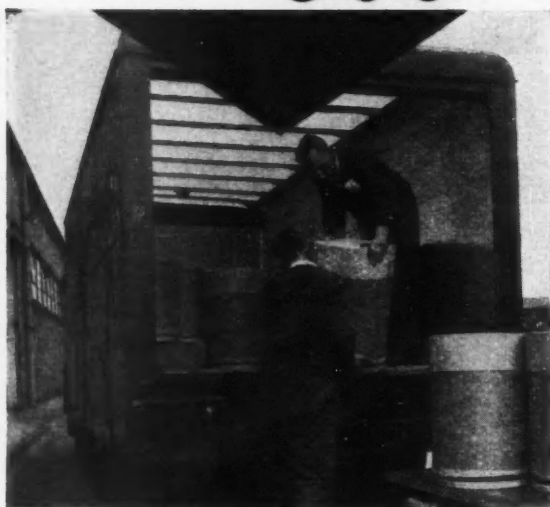
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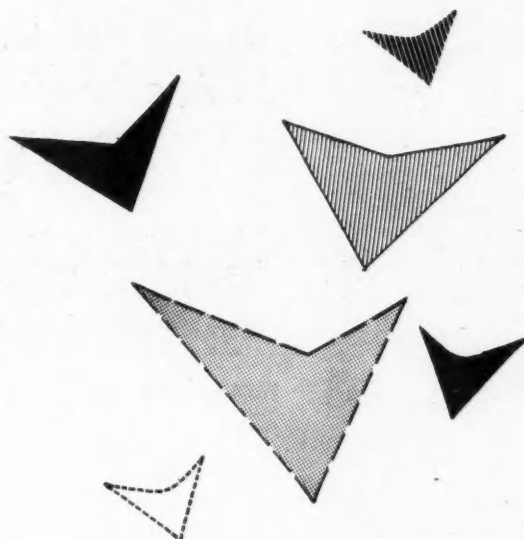
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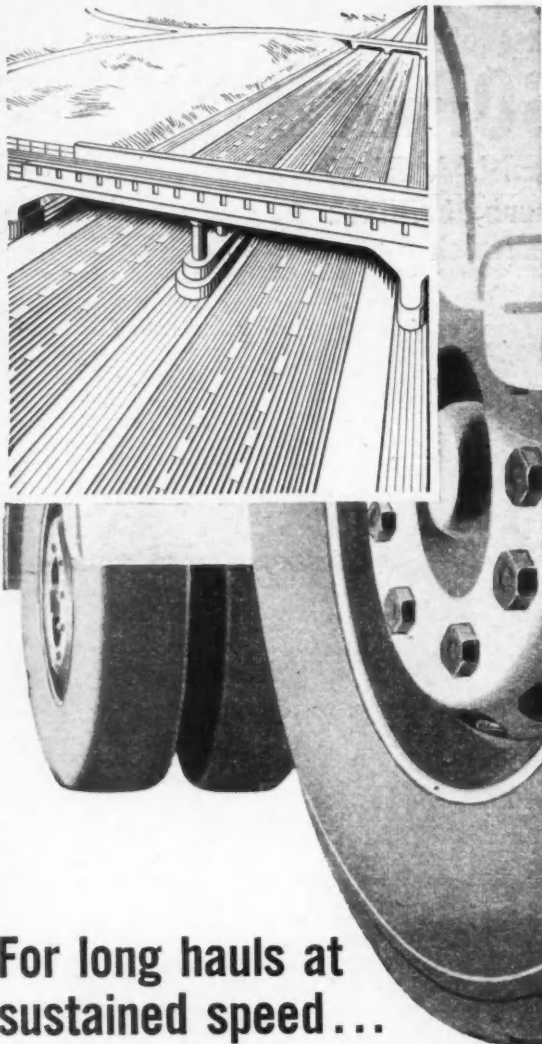
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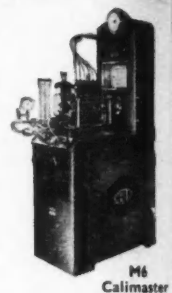
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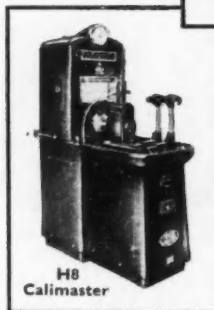
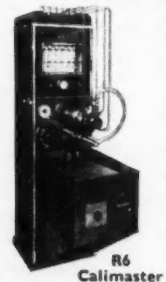
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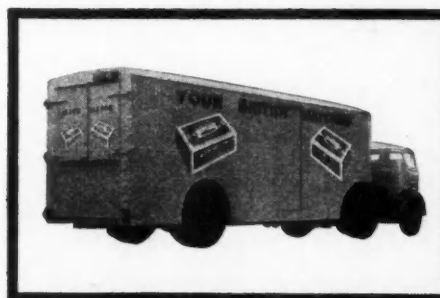
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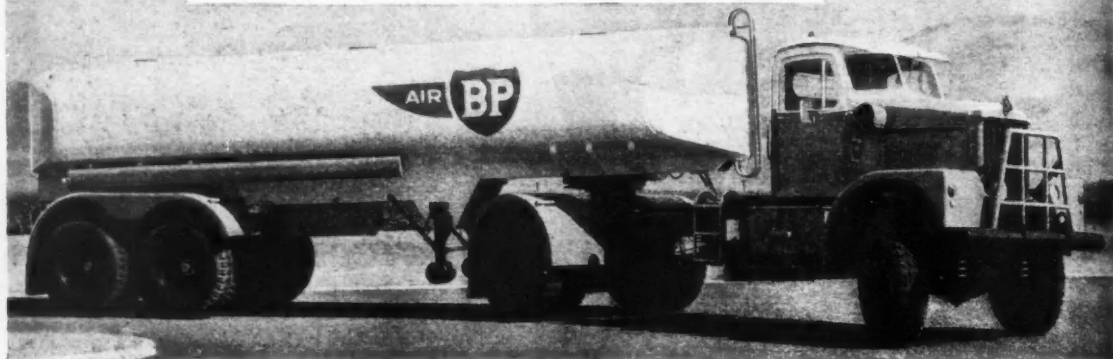
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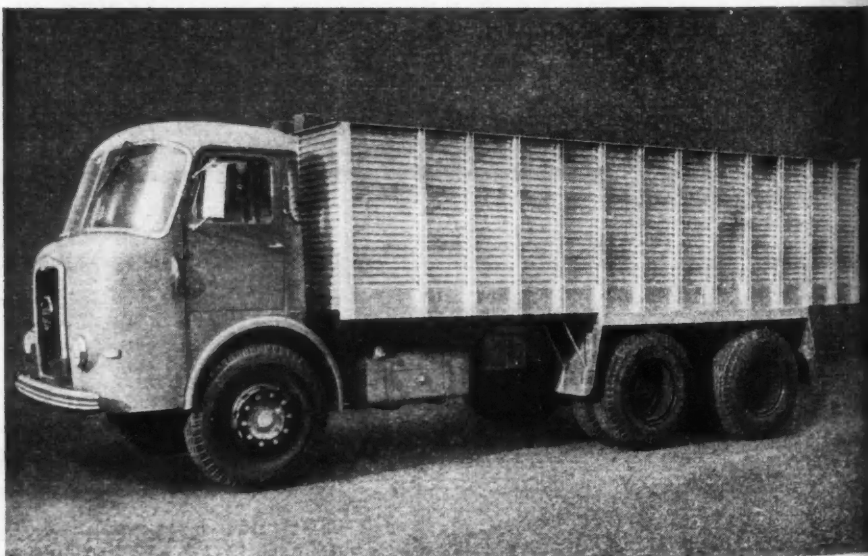
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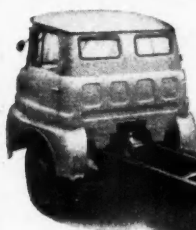
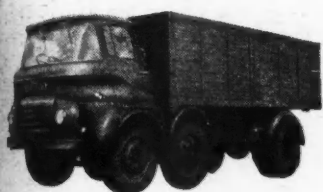
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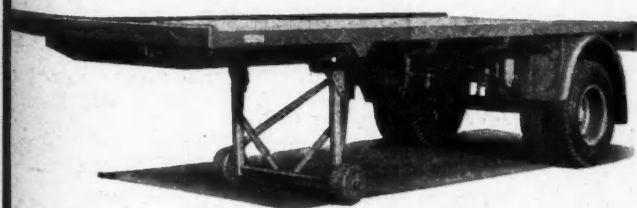
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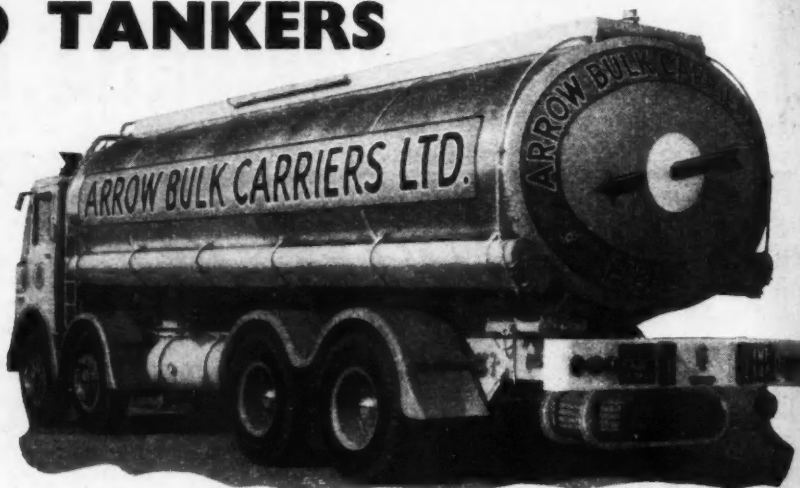
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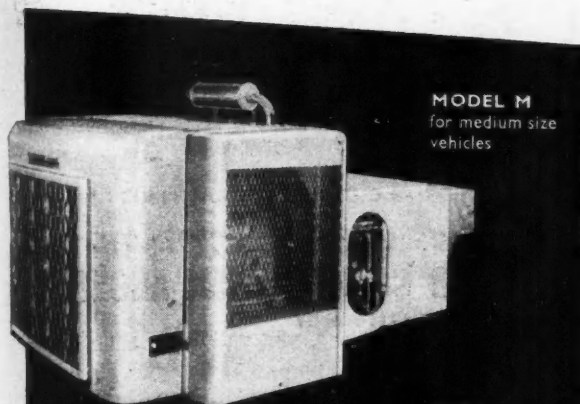


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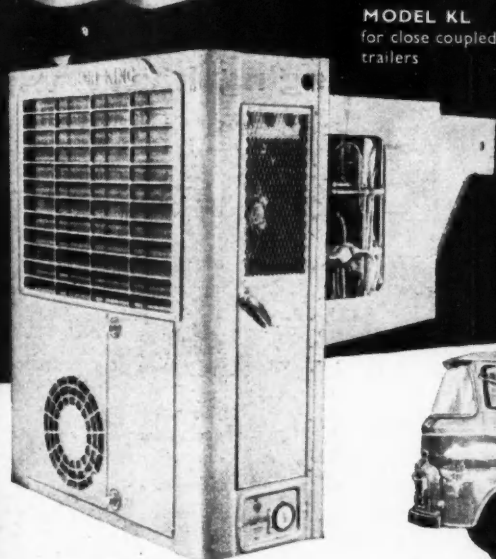
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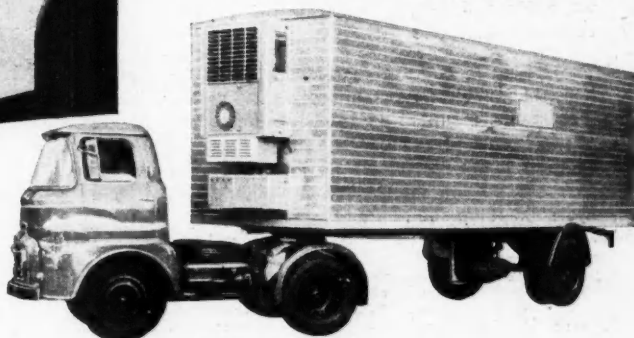


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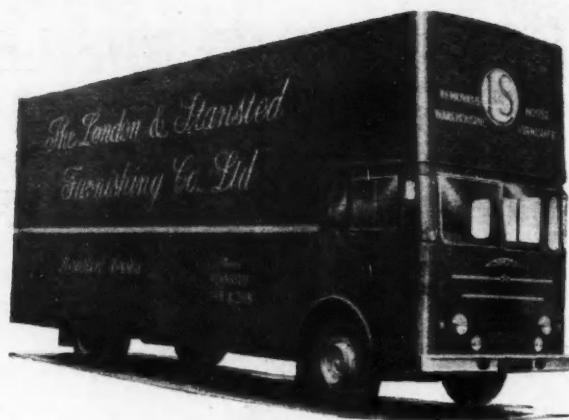
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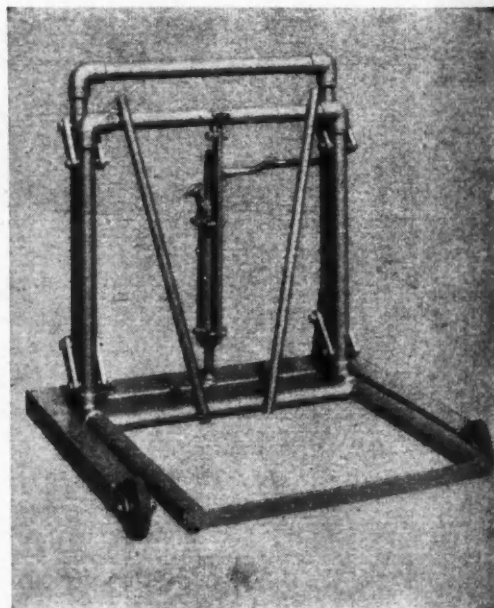
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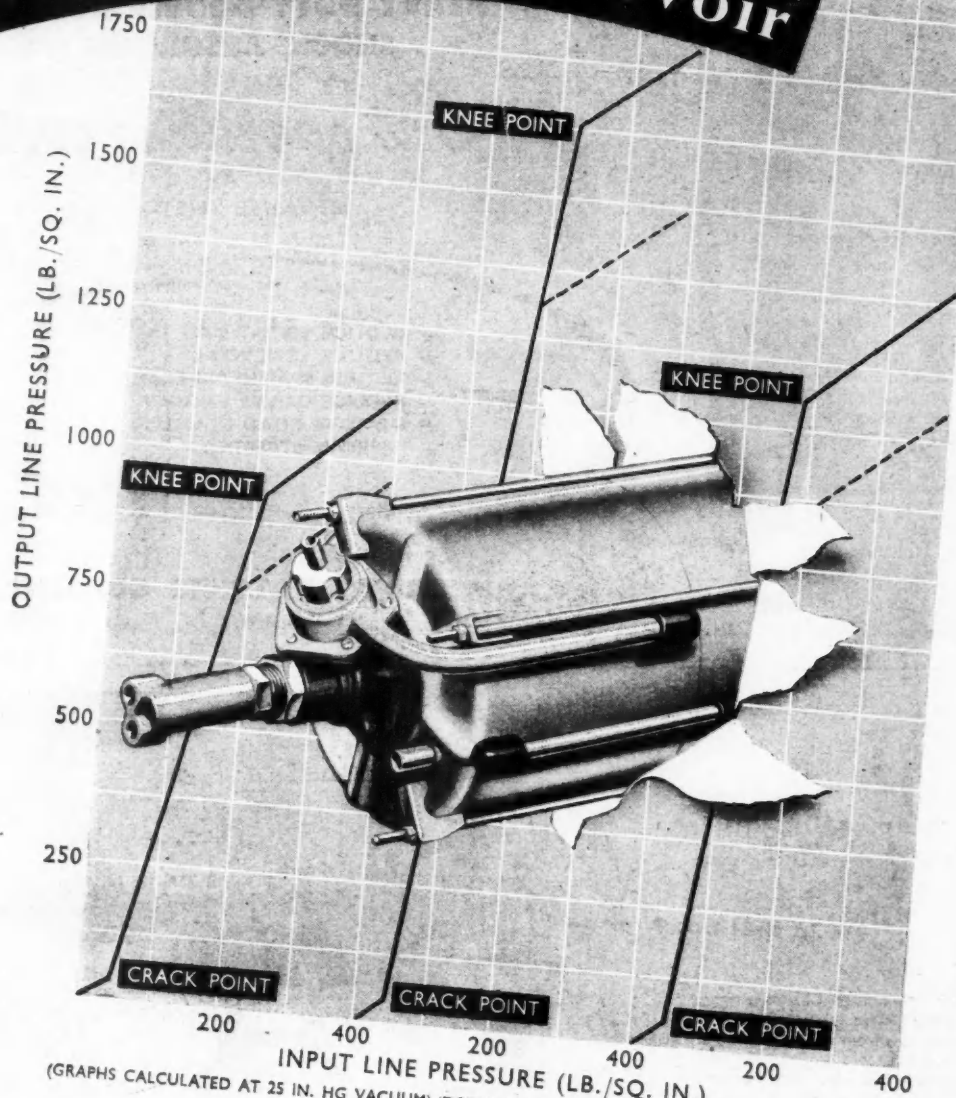
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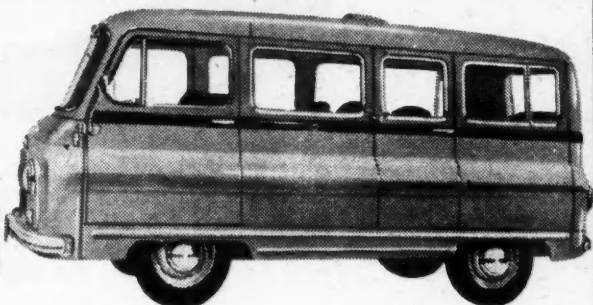
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INDEX TO ADVERTISERS

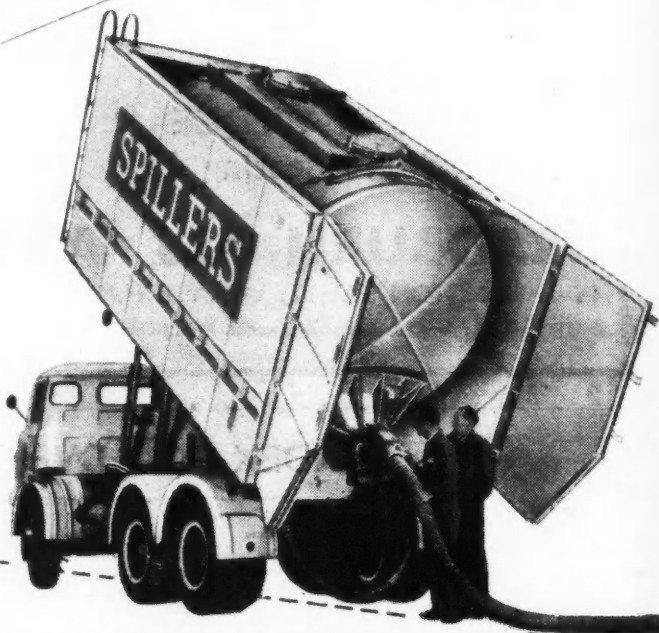
Name	Page
A	
ABCO	77
Aerostart	80
Albion Motors, Ltd.	3
Amal, Ltd.	80
Armstrong Patents Co., Ltd.	34
Atcross, Ltd.	18
Austin Motor Co., Ltd.	37
Automotive Products Co., Ltd.	5, 6, 7 & 8
B	
B.I.P. Reinforced Products, Ltd.	24
Boden Trailers, Ltd.	21
Bonallack & Sons, Ltd.	36
Bowyer Bros. (Congleton), Ltd.	20
Boys, Henry, & Son, Ltd.	77
Bradburn & Wedge, Ltd.	35
British Road Services	19
British Wagon Co., Ltd., The	24
Brockhouse, J., & Co., Ltd.	16
Brown, W. J., Ltd.	77
C	
Campbell Symonds & Co., Ltd.	77
Cape Asbestos Co., Ltd., The	Inside Front Cover
Carrimore Six-wheelers, Ltd.	11
Cascelloid, Ltd. (Division of the British Xylonite Co., Ltd.)	78
Commercial Motor Garage & Repair Co., Ltd.	77
Commercial Vehicle Sales & Repairs (Essex), Ltd.	79
D	
Dagenham Motors, Ltd.	77
Dennis Bros., Ltd.	9
Dispatch Motor Co., Ltd.	23
Dunlop Rubber Co., Ltd.	43
Duramin Engineering Co., Ltd.	27
E	
Express Body Works, Ltd.	80

Name	Page
F	
Ferraris of Cricklewood, Ltd.	80
Firestone Tyre & Rubber Co., Ltd.	38
Forward Trust, Ltd.	46
H	
Hawker Siddeley (Hamble), Ltd.	31
Hazlemere Motor Co. (Waltham Abbey), Ltd.	32
Hills Garages (Manchester), Ltd.	28
Holmes (Preston), Ltd.	2
Holmes Transport (Cheltenham), Ltd.	77
Howard Bros., Ltd.	78
K	
Karrier Motors, Ltd.	41
Kelly Springfield Tyre Co., Ltd.	39
L	
Lockheed Hydraulic Brake Co., Ltd.	33
Lucas, Joseph, Ltd.	Back Cover
M	
Mann Egerton & Co., Ltd.	32
Marshall Motor Bodies, Ltd.	22
Mason, Joseph, & Co., Ltd.	25
Marlin Engineering Co., Ltd.	26
Metal Sections, Ltd.	34
Mitchell, L. A. (Motors), Ltd.	80
Mobil Oil Co., Ltd.	42
Mutual Finance, Ltd.,	17
P	
Power Petroleum Co., Ltd., The	40
Primrose Group Sales	29

Name	Page
R	
Rootes, Ltd. (Used Vehicles)	1
Rover Co., Ltd., The (Land-Rover)	13
Rubery Owen & Co., Ltd.	44
S	
Saro (Anglesey), Ltd.	28
Schrader's, A., Son	26
Servis Recorders, Ltd.	79
Shell-Mex & B.P., Ltd.	45
Silica Gel, Ltd.	80
Simms Motor Units, Ltd.	12
S.M.T. Sales & Service Co., Ltd.	48
Southern Forge, Ltd.	Inside Back Cover
Sparshatt, J. H., & Sons (Southampton), Ltd.	15
Specialoid, Ltd.	20
Stewart & Ardern, Ltd.	47
Stormont Engineering Co., Ltd.	78
T	
Taskers of Andover (1932), Ltd.	4
Transport Equipment (Thornycroft), Ltd.	Front Cover
V	
Vigzol Oil Co., Ltd., The	10
W	
Wellworthy, Ltd.	14
Weston Works (Birmingham), Ltd.	22
Y	
Yorkshire Engineering & Welding Co. (Bradford), Ltd.	30
Z	
Zenith Motor & Engineering Works, Ltd.	30

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DISCHARGE	Container
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	Pneumatic discharge from vehicle's own air supply. Discharge rate 19 Tons per hour at a height of 50 feet, with a maximum of 120 feet
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	Gravity discharge alternatively through 2 hoppers operated by rack and pinion or by end tipping
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Gloves Off

THE Government's ready acceptance of Lord Lucas of Chilworth's amendment to the Road Traffic and Roads Improvement Bill, aimed at increasing the powers of local authorities to ban loading and unloading by goods vehicles, is surprising and disturbing. It is surprising because Lord Lucas said he was well aware of the "terrific" problems that long periods of prohibition would entail and he would therefore not press his motion. Even though he was presented with this easy line of escape, Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport, accepted the new clause, subject only to further examination of its drafting. The principle was freely admitted.

Lord Lucas thought that the existing power of local authorities to ban loading and unloading for periods up to six hours in 24 was totally inadequate to deal with the problem of congestion. Most councils had, he said, come to the conclusion that it must be prohibited throughout the day on certain roads, otherwise peaks of congestion were built up during the limited periods of free access to premises.

The unequivocal terms of Lord Chesham's concurrence deserve note: "I do not dissent from anything he [Lord Lucas] said," he declared. "He is right. The solution to this problem demands a degree of sacrifice on the part of all concerned. . . . I would agree that the local authorities should have this power. It is a major change . . . and perhaps the best way may be through consultation with the interests concerned."

It would appear that the work done by the Traders' Road Transport Association and others in trying to educate Parliament and local authorities in the importance of reasonable freedom to collect and deliver goods has been in vain. The T.R.T.A. would be the first to agree that "a degree of sacrifice on the part of all concerned" is necessary in relieving congestion. After all, they co-operated fully in the successful working of the "pink zone" in London and their members made sacrifices in doing so. They launched the "Kerb Space is Precious" campaign, designed to inculcate into traders and operators a sense of urgency in dealing with collections and deliveries.

No Equal Sacrifice

But the idea of forbidding loading and unloading in a commercial area throughout the day is preposterous. It would not spread the inconvenience over all concerned. It would merely concentrate it on local traders and those supplying them for the sake of easy movement of through traffic.

Clearways are an excellent means for preventing dangerous obstruction on busy main roads where traffic moves fairly rapidly. They are totally unsuitable for application to shopping streets and other centres of trade, the continued existence of which depends on reasonable freedom in the movement of goods. To compel all collections and deliveries to be made at night would impose an intolerable burden on traders and on transport operators, including, notably, the railways, who are the biggest commercial-vehicle users in the country. Apart from the high cost of night work, it would in many cases be impossible to find the staff to do it.

It is not clear at what stage the "consultation with the interests concerned," mentioned by Lord Chesham, would take place. Whenever it occurs, the T.R.T.A. and other trade bodies will be fully justified in refusing voluntary co-operation. They have already done all that can be expected of them. The time has come for them to state in plain terms that they will accept no further encroachment on the right of the individual to receive and send goods at reasonable times of the day.

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A Savage Penalty

WHEN the usual post-mortem examination on the Lorry Driver of the Year Competition takes place after the final in September, careful consideration must be given to the new ruling under which contestants who exceed the time allowed for a manoeuvring test are penalized 100 marks in excess of the worst performance in the class. It has created greater hostility than any other regulation, and if it is perpetuated next year it may harm the competition.

By taking only a second longer than the arbitrary maximum stipulated time in performing a test perfectly, a driver incurs such heavy penalty marks that he appears on paper to be completely incompetent. Any employer who observed the marking without understanding the reason might well receive a most unfavourable impression of the man's capabilities. Indeed, several competitors who have been penalized in this way have expressed fears about the reaction of their employers. A straight penalty of, say, 50 marks would adequately recognize a slow performance without completely demolishing a driver's chances of earning a place in his class.

It is quite illogical to place so much emphasis on time when drivers of big vehicles who leave the controls to look out of the near-side door while reversing are allowed to do so with impunity. This is a practice which, under paragraph 8 of the national regulations, might well be regarded as dangerous or careless driving, meriting disqualification. In fact, it is generally condoned.

Bird's Eye View

JUST as King Alfred found that Hell hath no fury like a woman whose cakes have been burnt, Charles Goodyear, who died 100 years ago this month, made the greatest discovery of his life with a domestic stove. Why, I don't know; but he dropped a piece of rubber, mixed with sulphur, on the stove at his home in Massachusetts. The result was the process which he called vulcanization, after Vulcan, the Roman god of fire.

Although his life was tragic, and he died \$200,000 in debt, he made a great contribution to human progress, and sowed the seeds of the famous tyre company which bears his name.

French Leave

FOR 28 years the shrewd, ebullient, warm-hearted Walter F. French has been chairman of P.S.V. Operators, Ltd., a company which stemmed from the one-time London Coach Owners' Federation. Now, at a youthful 71, he has retired. At least two still active octogenarians joined in thanking him for his services at a farewell luncheon in London last week, but he showed no sign of shame at throwing up the sponge so soon!

Who better than F. J. Speight, the new chairman, could tell the story of the difficulties faced by P.S.V. Operators over the years, and of Mr. French's tenacity in overcoming them? In the past 28 years the company have, according to Mr. French, paid booking agents £11m., and their turnover now exceeds £750,000 a year. In the early days of the industry defalcations by booking agents were costing London coach owners £3,000 a year, but, thanks largely to P.S.V. Operators, Ltd., bad debts are now almost unknown.

Reunion

A PART from the honour of joining in the chorus of approbation of Mr. French, one of my special pleasures in attending the luncheon was to meet again, after more years

B6

Men Who Make Transport—42

Archibald Edgar Charles

WITH some 16,000 vehicles and 30,000 trailers on his books, Mr. Archibald Edgar Charles Dent is the country's largest operator of road transport. He is road motor engineer, London Midland Region, British Railways, and chairman of the motor engineers' committee. He is also the British Transport Commission's representative on the boards of Ribble, North Western Road Car, Trent Motor Traction and Star Bodies. I am bound to admit that he appears to carry his responsibilities very easily on his broad shoulders.

A Swindon man, born and bred, Mr. Dent served his apprenticeship in the Great Western shops in the years immediately before the 1914-18 war. Indeed, the war interrupted his training, to which he returned in 1919.

He was a keen Territorial soldier and rode to war as a sergeant-major of the Royal Field Artillery while still in his teens. He served in India and France and rose to the rank of captain. It was these years which must have nurtured an innate ability to improvise: a man trained to sling a battery across a ravine or float the guns across a swift-flowing river finds little difficulty in moving abnormal and indivisible loads when he is back on his home ground. For that is what came to pass.

After a couple of years in the drawing office of the headquarters of the G.W.R. road transport department at Swindon, he was posted as assistant supervisor, bus and cartage services, at Neath in 1925. Two years later he was sent to Wrexham as supervisor.

Discovery

than I care to remember, Francis Flynn, ex-militant coach operator, and still a master of deadpan humour. Although he is a sick man, he had the room rocking with mirth, as he so often did at functions 30 years or more ago.

He has been ill for eight months, and it is typical of him that he should have delayed his re-entry into hospital to be present at the luncheon to pay tribute to his friend of 40 years' standing—a friend who has never addressed him by his first name, but sometimes by another characteristically colourful sobriquet.

Extra Stout

THE Guinness entry of six drivers in the Lorry Driver of the Year Competition at Slough last Sunday was led by Mr. Edward (Extra) Stout. His employers think so highly of him that they put out to the Press an advance notice of his participation in the contest, and a portrait photograph. Mr. Stout was formerly a W.O.II in the Life Guards. I pity any member of the team who muffed a test.

Elementary Geography

AS he spends much of his time travelling all over the world, Harold Champion, who writes many of the profiles that appear weekly on these two pages, has a better knowledge than most of geography. It was aberration, rather than ignorance, that caused him to say last week that Leyland's fortunes were founded in a small blacksmith's shop in Derbyshire. He knows it was Lancashire. Incidentally, part of the old building is still standing and has had a face-lift in the past 18 months.

St. Helens' Koran

MR. J. C. WAKE, general manager of St. Helens Transport Department, must be something of a magician. Although the recent wage award and reduced working week will cost the department £50,000 a year, they do not intend to apply

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Edgar Charles Dent

In his early days, Mr. Dent once won an award in a photographic competition with his box Brownie. Since then, taking pictures has been an enthusiasm. Today, his hobby has an almost historic value, for his albums contain records of fascinating, long-forgotten steam- and petrol-engined vehicles, performing feats which would give a present-day haulier plenty to think about.

It was in those days of the early 'twenties that he bought his first car, a bull-nosed Morris, and he has been an enthusiastic motorist ever since. To Mr. Dent, a rewarding holiday is spent touring in the remoter parts of Scotland. He likes nothing better than to potter over the mountain roads, the quiet stay in the country pub, and the complete peace of the mountains and lochs.

In 1938, he was appointed engineer responsible for the maintenance of the fleet of G.W.R. goods vehicles and, four years later, road motor engineer. In those war years, he served as a corporal of a Buckinghamshire battalion of the Home Guard (a rank which, for odd reasons, he had never previously held), but the increased mobility of his appointment demanded his resignation. Among other things, he was also serving as a director of the Western National Omnibus Co., Ltd., City of Oxford Motor Services, Ltd., and E. G. Oldham (Cattle Hauliers).

On nationalization, he was appointed executive officer (road motor engineering) at the headquarters of the Railway Executive. Four years later, on the abolition of that body, he became road motor engineer, Eastern and North



Mr. A. E. C. Dent, engineer and humanist.

Eastern Regions, and in 1955 moved to his present appointment with the London Midland Region.

At 65, Mr. Dent preserves his military bearing, softened perhaps, by an avuncular twinkle in the eye. He is the kind of man who can administer a stern rocket to the zealous young—and follow it with a pat on the back. He has grown with the railways' need for road transport and there can be few problems that he has encountered and not been able to deal with.

He is a man who is able to relax fully when he leaves his office at Euston. He travels by train daily to and from Slough. Between the railhead and his home at Bourne End, near Marlow, he uses an Austin A55; he is a big believer in the theory of leaving personal transport outside the congested area.

At home, he is well qualified to "do it himself." His immediate household consists of his wife and a niece (he has no children) and he delights in "fixing things." His pride and joy is a large garden to which he brings a great deal of patient skill. I suppose that most engineers have a somewhat prosaic outlook to nature: the hydraulic system of a garden sprinkler or fountain is of more interest than the plants they water. In the case of Mr. Dent, such is by no means the case.

As a music-lover he regards himself as a "middle-brow." He enjoys the tuneful melodies of Strauss and Lehar and Mendelssohn. The cacophony of "pop" causes him to reach for the poker. He has little time to keep abreast of current light reading, but he derives pleasure from the Brontë novels, from Kipling and Robert Service. He is a man who draws tremendous pleasure from colourful atmosphere and the musical pattern of both the spoken and written word. He is, indeed, the unusual combination of engineer and humanist.

T.W.

B7

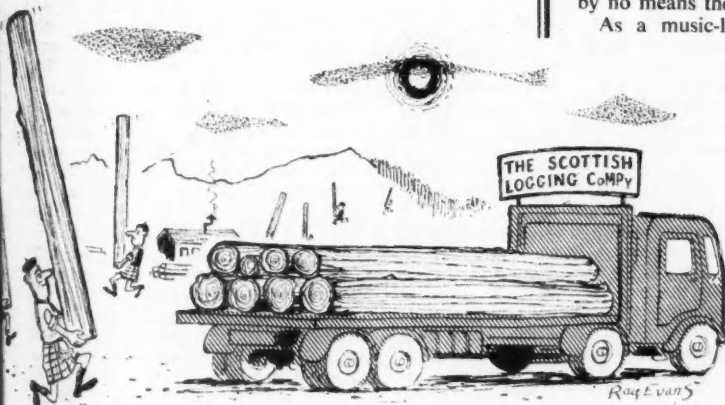
By The Hawk

for increased fares. They are going to absorb this heavy expense, although they still retain a 1½d. minimum fare for the first 0.65 mile, return fares for workers at 1½ times ordinary single fare, or less, up to 9 a.m., and cheap fares for students up to the age of 18.

Mr. Wake's colleague at Blackburn, Mr. J. Harrison, is another contented municipal manager. He reports an increase of nearly half a million in the number of passengers carried last year. Perhaps the tide of declining bus traffic is turning.

Boss' Man

MR. KHRUSHCHEV opened his speech to workers at the Vienna Motor Works earlier this month with the words, "Dear representatives of the management..." A short-sighted man at the back of the hall mistook him for a trade-union leader.



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Full Grant to Russell Will Add 200 tons

FROM G. DUNCAN JEWELL

FOUR applications by Russell of Bathgate Ltd., Bathgate, which, if granted in full, would increase the unladen capacity of the fleet by more than 200 tons, were heard by Mr. W. F. Quin, Scottish Licensing Authority, at Edinburgh, this week. Three applications were granted as applied for, and the remaining one was granted in principle. Decision was reserved as to quantum in this case. This followed the withdrawal and non-appearance of objectors, the British Transport Commission and J. and A. Smith of Maddiston, Ltd.

The three applications which were granted were: (a) to add six vehicles, totalling 36 tons unladen, to their A licence at Glasgow, with a normal user to carry crushed bones between Glasgow and London; (b) to vary the A licence at Bathgate by substituting 19 vehicles of 95 tons, for 18 vehicles of 72½ tons, and surrender a special-A licence for one vehicle; (c) a new Glasgow A licence for four rigs of 22 tons, four articulated units of 24½ tons and two drawbar trailers of 4 tons, to take over vehicles from Anniesland Motor Transport.

The remaining application was to add 12 articulated outfits to the A licence at Bathgate, with a normal user: "firebrick for United Fireclay Products, Ltd., Armadale, to England and Wales, as required."

Extra 200 Tons a Week

In the firebrick application, Mr. W. Russell, managing director of the applicant company, said that since the opening of a new kiln at Armadale they were being asked to carry an additional 200 tons of bricks weekly to Wales and southern England. Each vehicle journey took 6-7 days and, at 15 tons per vehicle, 12 units would barely suffice. More than 70 per cent. of the work was palletized and the remainder had to be carefully packed, which meant that semi-trailers had to be left overnight for loading.

Questioned by Mr. A. B. Wilkinson, for the B.T.C., Mr. Russell said that the charge for the return of empty pallets was included in the rate, which to South Wales was £3 17s. 6d. per ton. Contract-A licences had not been considered because at that rate back-loads were essential. He agreed that since 1956 his company had obtained increases amounting to 30 tons unladen, substituted 12 vehicles of 47½ tons for 10 articulated units of 65 tons, and added four tippers of 31½ tons to their A licences.

Mr. J. M. Cooper, works manager, United Fireclay Products, said that their original capacity was 600 tons a week. The new kiln was producing an extra 300 tons which would soon rise to 400. About 70 per cent. of the traffic had been railborne but this was decreasing because customers specified carriage by road.

Brick traffic was being palletized, but there was a shortage of the special rail wagons required. Russell had been asked to carry 50 per cent. of the increase because a local haulier was more satisfactory.

B8

Mr. J. Fleming, transport manager of the East Coast division of British Railways, said that after discussion with the Brick Trade Association, 840 special pallet wagons had been allocated to Scotland. Normally rail transport was more economical and their rate to South Wales was approximately £3 11s. 3d. In 1959 bricks worth £63,000 were transported by rail from Armadale, and usually there was a surplus of available wagons. Recently there had been only one period of three days where there had been a shortage.

The depot of British Road Services at Bathgate had 25 vehicles all suitable for this traffic, said Mr. J. D. G. Walker, depot manager. Six of these vehicles, with a carrying capacity of 78 tons, had been delicensed since May because of lack of work.

Questioned by Mr. J. Loudon, for the applicants, regarding the normal user, Mr. Walker replied that he could not give this information off-hand. He agreed that instructions not to make vehicles available to Russell had been received in the past, but there had been a change of management and they were now willing to do so.

Capacity Could be Doubled

Mr. Wilkinson submitted that by employing a different system and using more than one driver for vehicles on this work, Russell could almost double their carrying capacity without any increase. The demand would be better met by contract-A licence, he claimed.

Referring to objections by B.R.S., Mr. Loudon said it was remarkable that the manager who had controlled a 25-vehicle depot for eight years did not know details of his normal user.

Reserving decision on the fourth application, Mr. Quin said that the question of the six delicensed B.R.S. vehicles called for some action. Under Section 10 (3) of the Act the Licensing Authority could remove them from the licence, unless it could be proved that the idleness was due to fluctuation of trade.

The B.T.C. withdrew their objection to the six-vehicle application after an alteration of the normal user to "crushed bones for British Glues and Chemicals, Ltd." In the absence of witnesses from J. and A. Smith of Maddiston, Mr. W. Buchanan, their advocate, did not pursue the objection.

WAGE CLAIM DATE

THE Road Haulage Wages Council are to meet on August 24 to hear a claim by the employees' side for an increase in wages of £1 a week and other concessions. The employers' panel will formulate their case on August 23.

Mr. H. H. Crow Dies After Two Months as Chairman

WE regret to report the death last week of Mr. HERBERT H. CROW, only two months after his election as national chairman of the Road Haulage Association. He died at the London Hospital at the age of 75. Many representatives of the road transport industry attended his cremation at Enfield on Tuesday.

A son of a well-known West Ham family of tar distillers, Mr. Crow joined his father in the newly founded Crow Carrying Co. in 1921. From their earliest days, the company carried petrol and today operate a large fleet of tankers.

Mr. Crow succeeded his father as chairman shortly before the war. Throughout his career his transport interests ranged far beyond those of his own company. He was a member of "London Cartage" as long ago as 1923 and he served on the committee of the Commercial Motor Users' Association from 1933-34. He joined the R.H.A. in 1945 and had been chairman of the Metropolitan and South Eastern Area. He was a vice-president of the Institute of Transport.

MR. J. B. MITCHELL ACTS AS R.H.A. CHAIRMAN

FOLLOWING the death of Mr. Herbert H. Crow, hauliers are speculating on the election of a new national chairman of the Road Haulage Association. The election is made by members of the national council, who will do so at their next meeting on September 29.

Mr. J. B. Mitchell, the longest-serving national vice-chairman, took the chair at the last meeting of the executive committee, and is understood to be acting as chairman of the Association.

BONUS SCHEME REJECTED

THE new incentive bonus scheme proposed by the London Transport Executive was finally rejected by 79 votes to 30, at a delegate conference representing 38,000 busmen, on Tuesday. The scheme, which would have meant extra pay for crews and added revenue for the Executive, was expected to ease the present grave staff shortage. The busmen now intend to press for an inquiry on the lines of the Guillebaud investigation.

MERCEDES COMING TO BRITAIN

MERCEDES commercial vehicles are to be marketed in Britain. In preparation, Mercedes-Benz (Great Britain), Ltd., have appointed Mr. Frank Tinsdale as commercial-vehicle sales manager. He was formerly with Chrysler International S.A.

"Grave Difficulties" in Meeting Demands for Steel Traffic

EVIDENCE of "the grave difficulties" being experienced by a haulage contractor in obtaining long vehicles to meet the demands of a steel manufacturer was given to Mr. G. W. Duncan, Northern Deputy Licensing Authority, at Newcastle upon Tyne, on Monday. He was hearing an application by Mr. Septimus Cook, Consett, Co. Durham, for a B licence for one articulated pole vehicle.

Mr. T. H. Campbell Wardlaw, for the applicant, said that his client was applying for a tractor unit of 5 tons 3 cwt. and a semi-trailer of 5½ tons, with conditions of "road and building materials within 15 miles of Consett, round timber any distance and goods for Siddle C. Cook, Ltd."

The applicant had held a B licence with similar scope for many years but, because of certain difficulties in 1956, he had applied for a variation deleting two vehicles. This variation was annotated to the effect that two replacements would be acquired at a later date.

Since that time one owner-driven vehicle had been operated. This was specified on a B licence but in February it was transferred to an A licence, to enable goods to be carried for Siddle C. Cook, Ltd., and return loads.

Giving evidence, Mr. Septimus Cook said that there was ample work for two vehicles and his turnover was increasing. In 1956, when his two sons were about to go into the Army, he had experienced difficulty in getting suitable drivers and had decided to operate only one vehicle. He had told the Authority that he would acquire replacements later. Now his sons were out of the Army and had decided to join him.

Asked by Mr. I. Robey, for the British Transport Commission, who objected, if it was true that when he had applied for the A licence, in February, he had indicated that he intended to operate only one vehicle, Mr. Cook replied that this was so. But, he said, his sons had "changed his mind for him."

Return Traffic

He agreed that the real bone of contention during that application was the difficulty in dealing with return traffic, which could not be arranged by Siddle C. Cook, Ltd. He did not want to return-load the vehicle he was applying for now.

After being questioned about the conditions he was applying for, the applicant said that all he wanted was to carry goods through Siddle C. Cook. He was prepared to amend the application accordingly—he really wanted to carry long lengths of steel.

Mr. Siddle C. Cook, managing director of Siddle C. Cook, Ltd., supporting his brother, confirmed that if the application were granted there was adequate work available. He had to call vehicles back empty from South Wales to meet the demand of local steel manufacturers. Asked if he hired large quantities of vehicles to help out, Mr. Cook replied that they could not be hired locally. He could load every long vehicle which came into the area, he said. He had written

to British Road Services for help, but had received an "evasive reply."

He then told Mr. Wardlaw that he was in difficulties because his own application for 12 vehicles (*The Commercial Motor*, April 22) had been refused. He said that on the advice of the Authority he had tendered for the carriage of steel to South Wales. He had placed his tender with the South Durham Steel and Iron Co., Ltd., and upon that tender the steel concern had won the contract.

Damages Feared

Yet, when he had applied to the Authority he was refused the vehicles. As a result, South Durham were pressing him for vehicles and he understood that if the contract had to be "broken up" it would be very costly. He would be held responsible and would face a claim for damages.

Mr. Robey submitted that, although the applicant was entitled to a measure of sympathy, licensing principles questioned the acceptability of evidence of one customer. The application was a normal one for increased facilities and there was no specific evidence of an increase in the business of Siddle C. Cook. There was no evidence of an increase in business trends in the area.

Granting the application Mr. Duncan said that he was entitled to use his own knowledge and he knew that Siddle C. Cook, Ltd. had made repeated applications for licences in the area.

EDINBURGH CLEARS SUEZ LOSS

FOR the third successive year Edinburgh Transport Department has made a profit. The net balance of £5,576 came after the final clearance of the loss of £91,545, incurred during the Suez crisis three years ago.

This result was achieved despite a further reduction of more than 6.5m. in the numbers of passengers carried and the effect of the latest wage award.

Total revenue to May 28 was £3.9m. and working expenses were £3.5m. Loan-interest charges totalled £86,844, loan repayments amounted to £198,407 and expenditure on capital assets was £47,649. Passengers carried numbered 221m. and mileage of 26m. was recorded.

MORE PAY DEMANDS COMING

NEW demands for increased wages and improved conditions are to be made on the engineering employers by the Confederation of Shipbuilding and Engineering Unions. Early meetings with motor manufacturers are to be sought to introduce a new system of night shift working, following the introduction of the 42-hour week.

Objection to Objectors at Bristol Hearing

REPRESENTING H. Davis and Sons, Ltd., Station Road, Gloucester, in an application to Mr. S. W. Nelson, Western Licensing Authority, for two additional vehicles on A licence, at Bristol, on Monday, Mr. I. Jenkins said that certain of the objectors were holders of B licences and could not be regarded as statutory objectors.

In addition, the objection by B.R.S. (Pickfords), Ltd., should be struck out because the objection form did not specify B.R.S. (Pickfords), Ltd., but merely the British Transport Commission (British Road Services).

Mr. R. Oswald, for British Railways and B.R.S. (Pickfords), Ltd., submitted that the objection had been made on the appropriate form as required by the Act. The Licensing Authority said that a covering letter from B.R.S. (Pickfords), Ltd., had accompanied the objection, which he would hear.

For Davis and Sons, it was said that they operated three vehicles on A licence for furniture removals. If the present application for two additional vans succeeded they undertook not to use more than three vehicles at any one time on household removals. Nine private enterprise objectors then withdrew, as did Pickfords.

Mr. H. H. Dunn, transport manager of A.E.I.-Hotpoint, Ltd., said that he supported the application. If it were granted it would make no difference to the traffic his company dispatched by rail.

Mr. Nelson granted the application.

QUEENSFERRY BOTTLENECK TO GO

A NEW crossing of the River Dee, on the main route from the north of England to the holiday resorts of North Wales, is expected to be opened before the end of the 1961 season. The Minister of Transport has authorized Flintshire County Council to accept the tender of £695,337 for the construction of a new bridge over the river and a 1½-mile road to by-pass Queensferry.

IMMEDIATE PROHIBITION

AN immediate prohibition order was issued by a Ministry of Transport examiner after he had inspected a van belonging to Norman Grant Motors, Ltd., 63 Crescent Road, Woolwich. This was stated when the company were fined a total of £16 14s. by Lexdon and Winstree Magistrates, last week, for allowing the vehicle to be used with faulty steering.

GREAT SERVICE RECOGNIZED

FELLOWSHIPS of the Institute of British Carriage and Automobile Manufacturers have been conferred on Mr. A. Jeffrey, managing director of J. B. Stevenson, Ltd., Mr. D. G. Northam, chairman and joint managing director of A. W. Chapman, Ltd., and Mr. O. F. Rivers, chief designer of the Daimler Co., Ltd. They are in recognition of outstanding services.

Plea for Light Penalties Follows Admissions

AFTER Loughborough magistrates had heard a local haulage concern admit six offences in respect of one of its vehicles, last week, the defending counsel asked for light penalties on the ground that severe fines might drive the company into liquidation.

Quorn Transport Co., Ltd., Warner Street, Barrow-on-Soar, Leics, were fined a total of £33 after pleading guilty to two charges of altering the structure of a lorry without paying new rates of duty, and for failing to notify the authorities of the alteration. They were also charged with using a lorry without a carrier's licence, for not painting the unladen weight on the side of the vehicle, and for using defective tyres.

The offences, which took place on October 5, 1959, occurred despite "contrary" instructions of the managing director, who was on holiday at the time, it was stated for the company. A vehicle, which was not licensed, was given the Excise licence of another vehicle and put on the road. The original licence was for a four-wheeled vehicle and the one used was a six-wheeler.

Another offence, which occurred on October 15, concerned a four-wheeled vehicle which had been converted into a six-wheeler.

The concern had previously been fined £75 for similar offences and Mr. H. V. Jackson, defending, said: "The imposition of heavy penalties at this stage must inevitably lead to the company going into liquidation. It might well be that in the near future there will be a meeting of creditors."

FERRY SERVICE EXTENSION TO EIRE

THE Transport Ferry Service, which operates "drive-on, drive-off" container services between Northern Ireland, England and the Continent is considering expansion in Eire. Speaking in Larne, last week, Mr. John H. Bustard, director and general manager of the company, said: "We are now as near to starting a Dublin service as we ever have been in the past eight years."

The company, a subsidiary of the Atlantic Steam Navigation Co., Ltd., now ships about 75,000 units a year from Larne, and this figure showed every sign of further increase, said Mr. Bustard. Two new ships were under construction, and the company were also considering ordering two more, he added.

S.D. ORDERS UP 30 PER CENT.

THE number of vehicles ordered from Shelvoke and Drewry, Ltd., in the seven months to May 31 was 30 per cent. greater than in the corresponding period last year. Mr. H. Shelvoke, who made this announcement last week, said that the works would be fully occupied in urgent production at least until the end of the year. There was a serious shortage of materials. Negotiations were proceeding for the acquisition of additional floor space.

B10



Mr. F. R. Layton

Men in the News

MR. I. SCHOFIELD has been made manager of the Bradford sub-branch of Mercantile Credit Co., Ltd.

MR. W. A. WORTH, principal purchasing assistant, London Transport Executive, has been appointed purchasing officer.

MR. W. G. ALLEN, chairman and managing director of Atkinson Lorries (Holdings), Ltd., has been elected chairman of the British Transport Vehicle Manufacturers' Association.

VISCOUNT ADDISON has been installed as president of the Institute of the Motor Industry. MR. STANLEY S. DAWES, who has been president 13 times, has been honoured by the title "president emeritus."

CLLR. A. T. WELLS, of Nelson, has been elected chairman of Burnley, Colne and Nelson Joint Passenger Transport Committee for 1960-61, with CLLR. D. NEWLOVE, of Burnley, as vice-chairman.

MR. B. HOWKIN, at present area traffic superintendent of Western National Omnibus Co., Ltd., has been appointed assistant traffic manager of Wilts and Dorset Motor Services, Ltd., with effect from August 1.

MR. F. R. LAYTON has become director and general manager of W.H.S. Transport, Ltd. He joined the company in 1947 as assistant manager of the transport department, and in the following year was appointed manager of the department and secretary of the company.

MR. H. M. FLOYD, manager of the Manchester area traffic department of the Co-operative Wholesale Society, has been appointed deputy group traffic manager. He is a member of the National Co-operative Traffic Managers' Association. He is succeeded by MR. T. ASHWORTH.

MR. G. C. SEWELL, transport manager, South Durham Steel and Iron Co., Ltd., is one of five newcomers to the North Eastern Transport Users' Consultative Committee, which has been appointed to serve until May 31, 1963. MR. L. M. SAYERS and MR. B. T. PRATT continue to represent the British Transport Commission.

Nationwide Warning On Bans by T.R.T.A.

SCORES of trade bodies and industrial organizations throughout the country who operate vehicles under C licence are being alerted by the Traders' Road Transport Association. They are being told of the danger of a new clause dealing with loading bans in the Road Traffic and Roads Improvement Bill, which was adopted in the House of Lords, last week.

The effect of the clause, put forward by Lord Lucas of Chilworth, is to empower local highway authorities to prohibit loading and unloading anywhere in their territory for as long as they wish.

If it becomes law it will nullify a section of this year's Road Traffic Act which gives permission to local authorities to introduce lengthy bans only on condition that reasonable access for vehicles is maintained. This "reasonable access" safeguard is removed by the present clause.

BONUS SCHEME FOR B.R.S. BANK STAFF

OPERATING staff of British Road Services, other than drivers, are to have a bonus scheme taking effect from August 8. On the understanding that present work will be performed in fewer hours—generally one hour less a day—they will receive a bonus payment of 15 per cent. on basic rates.

B.R.S. drivers already have a similar bonus, and the new arrangement applies to the balance of staff who are covered by the B.R.S. operating grades agreement.

As reported in *The Commercial Motor* on July 1 and 8, some bank employees of the B.R.S. parcels organization have been staging a "go-slow" movement in protest against what they claimed to be undue delay in concluding the agreement.

NEW BRAKE SYSTEM FOR THAMES 7-TON RANGE

A NEW braking system, which incorporates an increased lining area of 480 sq. in. and Hydrovac constant vacuum servo assistance, is now being fitted to vehicles in the Thames 7-ton range at no extra cost.

Time lag between pedal application and brake operation is negligible, and pedal pressure is considerably reduced by the Hydrovac's constant vacuum, it is claimed. If pedal pressure exceeds a certain level, the Hydrovac's two-stage system comes into operation and provides additional servo assistance.

ASSEMBLY IN ISRAEL

FOLLOWING agreement with the Studebaker-Packard Corp. of America, commercial vehicles of up to 7 tons are to be assembled by Kaiser-Frazer of Israel, Ltd. The Kaiser-Frazer organization has been granted exclusive rights to export Studebaker-Packard vehicles to Algeria, British East Africa, Burma, Cyprus, Ethiopia, French West Africa, Ghana, Iceland, Iran, Mozambique, Nigeria, Turkey and Yugoslavia.

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Hauliers Ignore Bid for Six Additional Lorries

THE British Transport Commission were the only objectors to an application by John Smillie, Ltd., Glasgow, for six additional four-wheelers (28½ tons) on A licence, heard by the Scottish Licensing Authority, Mr. W. F. Quin, on Tuesday.

Mr. J. Smillie, managing director, said the company had 29 vehicles and five drawbar trailers on A licence. If the application were granted, three drawbar trailers would be surrendered.

Earnings of their own vehicles in 1959 were £107,224, compared with £97,646 in 1958. Average earnings per vehicle in 1959 were £3,700. In March and April this year, monthly fleet earnings were in excess of £10,000, and in May and June over £11,000.

But for fleet replacements by new vehicles working a seven-day week and engaging additional drivers, it would have been impossible to meet the increased demands from existing customers. During this period there had been no increase in rates. Indeed, the tendency was for them to decrease.

Mr. G. W. Dougan, shipping supervisor of the Scottish division of Rolls-Royce, Ltd., said the applicants were their regular carriers of civil aero-engines and parts. For this work they required the services of a comparatively small haulier who could give personal attention, rather than big companies with headquarters at a distance. Work at their factories at Hillington and East Kilbride was increasing since the take-over of production and repair of Dart and Avon engines from Derby. British Road Services carried spares to Derby on their trunk services and service engines to the eastern and southern parts of England.

Production Increased

Two other witnesses, Mr. J. S. C. Anderson, stock and production controller, Geigy Co., Ltd., Paisley, and Mr. W. A. Bowen, director and sales manager of Acme Domestic Equipment Co., Ltd., Glasgow, gave evidence of increased production which they wanted carried by Smillie and not by sub-contractors.

Carriages for Rolls-Royce had dropped from £17,316 in 1957 to £5,822 last year, said Mr. W. H. Mack, superintendent of the Falkirk depot of British Road Services. He said that 72 flat vehicles at the Lifter Street and Mount Vernon depots, in Glasgow, could carry additional traffic. Vehicles could also be made available for Acme and other companies who supported Smillie. If all customers adopted the attitude of using no sub-contractors there would have to be a large increase in vehicles, he observed.

Mr. J. G. Milligan, for the B.T.C., submitted that the hiring proportion of 6-7 per cent. was extremely low, and had decreased in the past year. Too much weight should not be given to customers' insistence on no sub-contracting, especially when the work was not specialized, he said. B.R.S. had facilities

available and any increase should be restricted.

Vehicle earnings alone justified the claim of full employment, said Mr. Gallic, for the applicants. It was impossible to increase hiring when customers refused to accept sub-contractors' vehicles.

Mr. Quin, giving decision, said that he was not impressed by the argument that customers refused hired vehicles. It was completely contrary to the Road and Rail Traffic Act and hauliers must not be debarred from using sub-contractors if they were satisfied with the vehicles and drivers. The evidence justified a grant of four vehicles of 19 tons in return for the surrender of three trailers, he ruled.

MORE TROLLEYBUSES TO GO

FOUR trolleybus routes totalling 40 miles will be converted to operation by Routemaster oil-engined buses next Wednesday in the seventh stage of London Transport's trolleybus replacement programme. Conversion has now reached the half-way mark. The routes are from Highgate Village to Moorgate, Acton to Clapham Junction, Craven Park to Clapham Junction, and Harlesden to West Croydon.

Eight More "Artics" for Anderson

ALTHOUGH British Railways have improved facilities available to carry new traffic, industrial concerns are entitled to seek additional facilities for a haulier who has given them good service. This principle was upheld by Mr. W. Quin, Scottish Licensing Authority, at Glasgow on Tuesday, when he granted an application by Sam Anderson (Newhouse), Ltd., Wilson Road Garage, Newhouse, to add eight articulated outfits (67½ tons) to their A licence. Four of the vehicles had been on short-term licence since March.

Mr. Sam Anderson said he was no longer able to give reasonable service to his two main customers, Clyde Alloy Steel Co., Ltd., Motherwell, and John Williams (Wishaw), Ltd. Figures produced showed a gross revenue increase of £119,516 in the year ended March last, compared with the figure for 1959. This was made up of £68,772 for tippers (14 eight-wheelers had been added during the past year), £17,744 for sub-contracting and £33,000 for the company's own platform vehicles. Work for the two main customers had increased by £49,519 during this period. His business originated when they approached him in 1952 to provide their transport. The great boom in the steel industry had forced him to ask other customers to seek haulage elsewhere.

He told Mr. J. G. Milligan, for the British Transport Commission, that he had underestimated the demand and would be back in three months for more vehicles.

Birmingham Waiting Ban Fight to Continue

TOLD that the appeal against the new parking restrictions in Birmingham made by the city's Standing Committee on Traffic Regulations had failed, the Birmingham Chamber of Commerce this week issued a warning to traders.

They have been told: "You do not know yet just how much you may suffer because of these restrictions." It was also decided by the chamber that protests would continue to be made against the restrictions, due to be introduced next month. It has been stated that the scheme will be subject to review in six months.

40-M.P.H. ORDER PRESENTED

AN Order which would allow a 40-m.p.h. speed limit to be substituted for the existing restrictions of 30 m.p.h., on suitable roads throughout the country, was presented to Parliament by the Minister of Transport, last week. If approved the limit will come into force on August 4.

The Minister will also be prepared to consider applications from local authorities for a limit of 40 m.p.h. to be imposed on roads which are at present unrestricted.

Regulations prescribing the control signs were also presented. Unlike those used for the London experiment the new signs will be similar in size and design to the existing ones.

Mr. T. T. Smillie, director and general manager of John Williams, said his company regarded the application as so important that he had flown from holiday in Ireland to give evidence. A new press-button-control mill had just come into operation, producing an additional 250 tons of steel weekly. This output would shortly increase to 450 tons.

Anderson's, their only long-distance hauliers, had not sufficient vehicles to handle the increase. It was essential in competing with English rivals to give reasonable delivery. Payments to Anderson's, at £2,600 per month last October, had risen to £3,000 by March and were still increasing. Although British Railways were used when requested by customers, the majority demanded delivery by road.

Mr. G. Cuthbertson, sales manager, Clyde Alloy Steel Co., said that, with the opening of their new Hallside works, output had risen by 30 per cent. in the first half of 1960, and would be 45 per cent. up by the end of the year. Payments to Anderson's had risen from £7,000 to £8,000 a month to £15,000, but because of the transport shortage, customers had to receive vehicles during the night shifts and on Saturdays. It was his directors' policy to have only one contractor for long-distance work.

Evidence of improved rail facilities was given by Mr. J. Simpson, commercial assistant to the traffic manager at Glasgow.

Information on "Pirates" Wanted for Deputation

OPERATORS of small buses and unlicensed vehicles used for carrying workpeople were sharply criticized at the annual meeting of the north western area of the Municipal Passenger Transport Association, at St. Annes, last week. Representatives of the 34 member undertakings were invited to provide information about "pirate" operations to a deputation which is to meet the Traffic Commissioners on the matter.

Mr. J. McKnight, general manager, Wigan Transport Department, said local authorities should determine whether small operators had licences. Factory workers should be told that by using such transport they were acting against their trade union colleagues.

"I think miners are some of the biggest culprits," said Ald. Samuel Jones, chairman, Leigh Transport Committee. They had a travelling allowance of 11d. in the 1s. for over 5s., but many private vehicles carried passengers to and from the pits, as could be seen daily. "Miners get their allowance in their wage packets every Friday and this ought to be paid to the buses," he complained.

BUSMEN'S PAY CLAIM REJECTED

A REQUEST for a pay increase of £1 10s. a week for bus crews and some indoor workers at Wolverhampton has been rejected.

Said Mr. J. Cooney, branch secretary of the Transport and General Workers' Union, last week: "Our crews will be very bitter about this. We asked the transport committee to invite expulsion from the Municipal Passengers' Transport Association by granting an increase.

"If they had agreed to the increase, we were prepared to forgo two local weekly amounts, a 7s. waiting bonus, and an attendance bonus of 6s. for conductors and 8s. for drivers."

Mr. R. J. Meddings, town clerk, said that the committee considered that they must continue as Association members.

FOUR NEW BUSES A YEAR

STARTING from next year for a 14-year period, Southport Transport Committee will put approximately four new vehicles into service each year. The replacement vehicles will be orthodox front-entrance type, with 62-64 seats. The committee has proposed that an initial order for eight vehicles be placed with Leyland Motors, Ltd., and Metropolitan-Cammell-Weymann, Ltd.

L.U.T. IN MOTOR TRADE

AS forecast by the chairman some weeks ago, Lancashire United Transport, Ltd., have entered the motor trade. They have acquired Waterloo Motors, Blackburn Road, Bolton, who operate a petrol-filling station, and deal in new and used cars.

B12

British Engines for Belgian Giants

BELIEVED to be the longest buses on two axles in the world, 10 new rear-engined single-deck vehicles to be put into service by the National Vicinal Railway Co. (S.N.C.V.), of Belgium, will have Leyland motive units. The vehicles, to replace a fleet of trams, will operate on an inter-urban service.

Designed and built by the Belgian concern of Brossel Frères, the buses have an overall length of 42 ft. 8 in. and can carry 57 seated and 23 standing passengers. They incorporate 150 b.h.p. diesel engines and four-speed Pneumo-Cyclic gearboxes shipped from England by Leyland Motors, Ltd.

The buses, which will be one-man operated, have Jonckheere bodies with two doors, an entrance ahead of the front axle and an exit in front of the rear axle.



This Belgian vehicle has an overall length exceeding 42 ft., can carry 80 passengers and is powered by a Leyland oil engine.

LORRY DRIVERS' MOTEL

LONG-DISTANCE drivers will be able to sleep and leave their vehicles in a safe place overnight when a motel, projected by West Ham Borough Council, is completed.

It is intended to serve drivers who are waiting overnight for their vehicles to be unloaded at London Docks, and will be located in Silvertown Way, West Ham. The motel, for 50 drivers, is expected to open next year.

BUSES FOR SULTANAS

AIMED at the disposal of 20,000 tons of sultanas before the new export season commences in September, the Greek Foreign Trade Board has authorized the import of bus chassis against payment in equal value for exports of sultanas.

Green Line 30 Years Old

LONDON'S Green Line coach network reached 30 years of age at the week-end. The first service, between London and Guildford, was started a week after Green Line Coaches, Ltd., was formed. Today there are 30 routes operated by 330 limited-stop coaches which carry 36m. passengers a year throughout a territory of 2,000 sq. miles.

Newport Fares Revenue Not Up to Expectations

NEWPORT Transport Committee will report to this month's meeting of the town council that recent fares increases, expected to produce an additional £50,000 a year, are likely to realize less than £40,000.

For the first 12 weeks of the financial year there was a loss of about £4,000, which, if it continued at the same rate, would represent a deficiency on the year's working of between £17,000-£18,000, and make an accumulated deficit of over £40,000.

The committee will recommend that no alteration be made to fares at present, and that no immediate action be taken to introduce one-man buses. They will suggest that consideration be given to the use of large-capacity vehicles later.

Mr. G. P. Trigg, traffic superintendent, is to be relieved of his present duties to enable him to prepare a report on possible revision of services, and re-routing to reduce the number of vehicles crossing Newport Bridge.

The council will be recommended to agree in principle to centralization of administration at the Corporation Road depot, where the erection of an office building would cost about £16,500.

OIL ENGINES FOR ECONOMY

BY introducing 13 oil-engined vehicles into its cleansing department fleet, Rochdale Corporation is now saving more than 11,000 gallons of fuel a year. In 1954 30 petrol-powered vehicles were operated. They used 34,334 gallons of fuel and returned an average consumption of 4.7 m.p.g.

The gradual change-over to oil engines proved to be so successful that last year, despite operating three additional vehicles, only 22,922 gallons of fuel were used. Consumption improved to 7.3 m.p.g.

16 LEYLANDS FOR BRIGHTON

A CONTRACT for 16 Leyland Titan double-deck bus chassis, valued at nearly £50,000, has been placed by Brighton Transport Department.

The new buses, Titan PD2.27 models, will be fitted with 27-ft.-long front-entrance bodies by Metropolitan-Cammell-Weymann, Ltd.

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Decision Reserved On B.M.M.O. Fares

Traffic Commissioners Throughout the Country Have Another Busy Week: More Cases to Come

DECISION was reserved by the West Midland Traffic Commissioners after hearing the application for fares increases by the Birmingham and Midland Motor Omnibus Co., Ltd., at Birmingham, last week. The company proposed to increase about half their fares, including those of workmen's, miners', stage and express services.

The application, based on the same mileage scale used when the company were granted an increase a year ago, affected those fares which had remained below the mileage scale. A number of local authorities, a political organization and one ordinary passenger objected.

Mr. S. Herington, for the company, said that an increased wage bill of £649,000 was faced. They made no complaint about the recent wage awards, and hoped that the extra wages would ease the grave shortage of staff. If the application were granted the company would receive additional revenue of £495,000, which would leave £154,000 still to be met.

To help meet this deficit the company were negotiating agreement revisions affecting services operated in the areas of a number of local authorities. The new arrangements would save the company about £105,000. The outstanding £49,000 would be met by the company and possibly by increases in revenue from express services, said Mr. Herington.

Rural Rate Justified

He said that the company felt justified in charging a higher rate on rural services because these were not so remunerative. In the last six months of 1959, 70 per cent. of services and 45 per cent. of the company's mileage had proved unremunerative.

The urban scale eliminated the 3d. fare and started with a 2½d. fare for 0.8 of a mile. Increases would range from not more than 6d. on adult single and scholars' return fares of over 8s., to not more than 1d. on those up to 1s. 11½d. inclusive.

The rural scale would start at 3d. per mile with increases similar to those on the urban scale. "Blanket treatment" of workmen's fares would add 2d. to present return tickets between 1s.-1s. 11½d., and 4d. to those of 2s. and over.

Mr. Richard Brandon, traffic manager, said that it was hoped that increased traffic would meet the outstanding £49,000 because traffic was no longer declining.

The company were asking rural passengers to pay a little more to reduce the subsidy made by urban passengers. Of workmen's facilities Mr. Brandon said, "Concessionary fares are increasingly difficult to justify. The cost of operating this type of service is higher than average."

After hearing objections the Commissioners reserved decision.

Applications for revised fares by Lancashire United Transport, Ltd., and their associated organizations, were

granted by the North Western Traffic Commissioners, at Leigh, last week. The amendments will operate from July 25.

Mr. C. C. Oakham, general manager, stated that an estimated increase in revenue of £50,000 per year would result. But this would mean that a balance of £54,000 would still have to be met by the company to offset additional wage payments.

For L.U.T., Mr. J. Booth said that the last fares application had been in 1957. Following this there had been three wage increases which had cost the undertaking a total of £117,508. This amount had been met by economies, but additional increases, earlier this year, involved a further cost of £104,000. It was desirable to increase all out-of-scale concessionary fares, as this was considered to be the fairest way of distributing the burden.

Single fares below the standard scale would be increased by 1d. Several ordinary return fares would be raised, with a maximum rise of 4d. Workmen's concessionary fares would be increased by up to 3d. and schoolchildren's special fares would be abolished in favour of travel at half the adult rate.

The South Eastern Traffic Commissioners on Monday granted Maidstone and District Motor Services, Ltd.,

increases in fares ranging from 1d. to 3d., which will be introduced on July 24.

Eastbourne Transport Committee have recommended application to the South Eastern Traffic Commissioners for fares revisions to produce estimated additional revenue of £10,000-£11,000. Higher wage payments, which would amount to £15,000 per year, are faced at the moment.

The Northern General Transport Co., Ltd., have applied for fare revisions on services jointly operated with Sunderland Transport Department, who obtained a grant recently. Northern General are also seeking parity with fares of United Automobile Services, Ltd., on the Newcastle-West Hartlepool route.

Shorter Fare Stages

A cut of 10 per cent. in the distance between fare stages and increases in children's fares, when they included an odd ½d., will be proposed by the Thames Valley Traction Co., Ltd., when they apply for fare revisions, at Reading, today.

A proposal to increase Preston bus fares over 3½d. by a further ½d. was rejected by the town council last week, after protests that the increase was unfair to residents living on the town perimeter. The resolution was referred back to the transport committee for further consideration.

Ald. F. Jamieson, chairman, transport committee, said that the proposed increase, which would yield approximately £15,000 a year, would meet higher expenditure on wages. The undertaking faced a deficit of £11,000 instead of a net surplus of £26,000 which had been expected.

Take-over Fleet Cut: Low Earnings

AN application by Thomas J. Davis, Rutherglen, to take over an A licence for four vehicles (1½ tons) issued to F. C. Graham and Son was only partially successful at Glasgow on Tuesday.

Mr. S. Clink, for the applicants, said

ADEQUATE NOTICE REQUIRED

CONCERN over the large number of late withdrawals of applications and objections and frequent non-appearance of interested parties has been registered by Mr. H. J. Thom, South Eastern Licensing Authority.

In a special note, printed in "Applications and Decisions," he states that unnecessary work and expense is caused and that in future notification should be made at least three clear working days before the date of inquiries.

Unless there is an improvement it may be necessary to list a greater number of hearings for each public inquiry—which would result in inconvenience and added expense for applicants—he adds.

Mr. Davis had co-operated in managing the business since January, 1960. Low earnings for the years 1957-58-59, amounting to £2,855, £1,679 and £1,639 respectively, were due to the illness of the licence holder, 84-year-old Mrs. Graham.

Mr. G. Paterson, managing director of P. and S. Contracts, Ltd., said he had used the Graham vehicles through Davis since last January for local work in connection with his trunk vehicles, and paid the firm £200 to £400 a month.

Mr. D. Graham said he managed the business for his mother. It started on general haulage in 1931. It had been neglected because his wife, who kept the books, had to nurse his mother, and he had started a business outside haulage.

Questioned by Mr. J. Law, for the objectors, Mr. Graham did not agree that earnings of £1,600 to £1,700 a year were insufficient for one vehicle.

Mr. W. F. Quin, Scottish Licensing Authority, said that although he was sympathetic the illness of Mrs. Graham should not have prevented her son from managing the business. The figures were very low and the most he could grant was two vehicles.

Giant B.P. Tanker for Desert Airfields

A TANKER of 5,750-gallon capacity to be used on desert airfields by Air B.P., the aviation service of the British Petroleum Co., Ltd., has been completed by Saro (Anglesey), Ltd. The tank is carried on a semi-trailer, the motive power being provided by a Scammell four-wheel drive Mountaineer oil-field tractor. The outfit is fitted with lights for warning aircraft of its presence when used at night.

The semi-trailer chassis incorporates two-axle, twin-wheeled running gear together with turntable and landing equipment, by R. A. Dyson and Co. Ltd. The tractor, which has a wheelbase of 17 ft., is equipped with a Leyland O680

oil engine and air braking. Michelin Metallic tyres are employed for both tractor and semi-trailer.

The tank, which will convey kerosene or aviation petrol, is of frameless design fabricated from aluminium alloy and welded up by the Argonarc consumable electrode process. It comprises three equal-sized compartments, each with dished and flanged ends, together with two baffles, which are also dished and flanged. Aluminium runners and mounting plates are welded to the exterior to rate with the rear bogie, turntable and landing gear.

Avery Hardoll automatic bottom-loading equipment is fitted and piped to



This airfield tanker of 5,750-gallon capacity has been completed for Air B.P. by Saro (Anglesey), Ltd. A Scammell Mountaineer supplies the traction.

U.S. PRODUCTION UP

COMMERCIAL vehicle production in the United States during the first six months of 1960 totalled 550,891 units, an increase of 12 per cent. over the corresponding period last year. The General Motors Corp. were again the largest manufacturers, with 301,966 units produced, against 263,967 during the 1959 period.

Among the "big four" producers, only the Chrysler Corp. showed diminished output. Dodge production fell slightly from 43,274 units in the first six months of 1959 to 41,871 this year.

the side of the vehicle to terminate in self-sealing quick-release couplings. Man-hole covers are centrally mounted on the top of each compartment. Lead sampling lines, which terminate in a convenient group location near the couplings, come from the lowest point in each section.

Four 15-ft. hoses are carried in aluminium hose tubes fitted on each side. There is a full-length walkway along the top of the tank which is reached by an aluminium ladder at the forward end. Unladen weight of the outfit is 15 tons 4 cwt.

Micrograms...

Mixing Cement: A leaflet describing their range of lorry-mounted cement mixers has been issued by Ransomes and Rapier, Ltd., Waterside Works, Ipswich.

Two New Schemes: Two apprenticeship schemes, to operate over five-year periods, open to youths under 17 years of age, are to be introduced by Pirelli, Ltd.

More Choose Diesels: Some 952 local authorities in the United Kingdom use Perkins diesel engines. This is an increase of 100 in the past year and a jump of more than 900 in eight years.

6,000 Swedish Vehicles: More than 6,000 oil-engined commercial vehicles and buses will be manufactured this year by Scania-Vabis, Sodertälje, Sweden. Production will soon be stepped up to 7,000 units a year, compared with 5,100 in 1959.

N.A.F.W.R. Conferences: The National Association of Furniture Warehousemen and Removers will hold their autumnal conference at the Park Lane Hotel, London, W.1, on October 18. Next year's annual conference will take place in Scotland.

Ford's Merseyside Factory: Work has started on the new Ford factory at Halewood, Merseyside, which will cost some £28m. The first stage of development will produce a factory of 2,605,000 sq. ft., which will employ between 8,000-9,000 workers and produce 200,000 cars a year.

114

Starrett for U.K.: L. S. Starrett Co., Ltd., American manufacturers of tools and measuring equipment, have set up a subsidiary company at Jedburgh, Roxburghshire, Scotland.

Exide Agents: Chloride Batteries, Ltd., have appointed G. S. Last, Ltd., Moulsham Garage, Moulsham Street, Chelmsford, Essex, and Blakes Motors, Ltd., Blackfriars Road, Manchester, 3, as new service agents and distributors of Exide batteries.

Muskeg Oiler: The Bombardier Muskeg rubber-tracked tractor produced in Canada is now available with the Perkins Six 305 87-b.h.p. oil engine as an alternative to the Chrysler 115-b.h.p. petrol unit which is normally fitted.

Rootes Waterproofing: Tested and recommended by the Rootes Group, MS 4 is a water-repellent silicone compound produced by Midland Silicones, Ltd., London, S.W.1. The compound is used to waterproof ignition systems and other electrical connections.

United Dominions' Expansion: Two new regions have been formed by the United Dominions Trust, Ltd., and a branch office was opened, on Monday, at 53 Western Hill, Durham. The new western region is based on Bristol, and the south western region base will use Plymouth as a centre.

U.T.A. Men Fear Private Enterprise

PRESSURE by some M.P.s for the return of the Ulster Transport Authority's road services to private enterprise was causing anxiety to hundreds of employees, said Mr. S. L. McCormick, Northern Ireland executive member of the Transport Salaried Staffs' Association, at Belfast, last week, when he was speaking to U.T.A. staff on the Gouillebaud Report.

It was suggested, he said, that the present public transport charges were retarding industrial development. "But there is no real evidence for this claim. Indeed, independent opinion of economists discounted it as a major factor in the general

and complex problem of attracting industry to the Province."

Many private operators, particularly outside Belfast, were able to cost well within the U.T.A. scales, he said, but there was considerable evidence that the rates of pay and conditions of their drivers were considerably below the U.T.A. level.

The general level of wages and salaries in the U.T.A. were, with a few exceptions, comparable with those in Britain. Could the employees of the U.T.A. be blamed if they saw behind these moves a threat to their own rates of pay, he asked.

Hull Crossing to Go: It is hoped that removal of the Dairycotes level crossing in Hesse Road, Hull, will start next January.

New Factory: Wolf Electric Tools, Ltd., have arranged to purchase the factory of Arrow Electric Switches, Ltd., Hanger Lane, London, W.5.

Tunnel Profit: A rise of nearly £74,000 brought a record £974,854 in toll receipts from the Mersey Tunnel last year. A profit of £50,495 was made. A nightly bus service through the tunnel showed a deficiency of £2,335 compared with £1,782 the year before.

Scammell Repair Facilities: Improved repair facilities are now available for users of Scammell vehicles in the south of England following the transfer of facilities from the Watford headquarters of Scammell Lorries, Ltd., to their depot at Brentfield Road, Willesden, London, N.W.10.

Name Changes: The title of Federated Conveyers, Ltd., has been changed to Federated Road Transport Services, Ltd. Their motor trading company, Abbotts (Body Builders), Ltd., has been altered to Federated (Garages), Ltd., with the head office at 62 Nichols Street, Leicester. Works are at Southampton Street, Leicester, and Farndon Road Garage, Market Harborough, Leics.

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It's "cáed míle fáilte" to Austin in Dublin's fair city



Rush hour in O'Connell Street. Ned Buckley at the Austin's wheel. His job—daily deliveries in Dublin. How does the 3 tonner stand up to it? "Never even had a puncture," he says. "A poor man wouldn't get this lorry. He wouldn't be so lucky, see!"

All vehicles in the 1-7 ton Austin range are warranted for 12 months and backed by B.M.C. Service. *Lincoln & Nolan Ltd., Dublin, supply Austins for the Phoenix fleet.*

THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM

WHEN they raise their glasses in Ireland's select bars, like as not it'll be a Phoenix ale they're drinking. And the ale will have come by Austin.

Phoenix was a new drink in 1956. In 1958 it won first prize against all comers at the Brussels World Fair. Last year 15,000,000 pints were downed in Eire alone and exports to America rose by 200%.

Phoenix is brewed at Waterford by an Associate Company of Arthur Guinness, Son & Co. (Dublin) Ltd. Austins carry it in huge transportable tanks the hundred miles to the distributing centre, Cherry's Brewery, Dublin. Here it is bottled or casked and taken all over Ireland by Austins. There are all-day local deliveries too, to Dublin's 700-odd bars.

Concentrated effort

The 12 Austins in the Phoenix fleet include 3, 5 and 7 tonners. Of them Mr. D. B. Keogh, Manager, says, "75 per cent of the lorries' effort is concentrated into June, July and August. We need vehicles that will keep going, because we really do flog them then. In the summer they clock up averages of 1,000 miles a week. Our 7 tonner has covered 180,000 miles since May '55 and many of our Austins have done over 100,000 miles without any major repair at all."



Up from Waterford with 540 gallons in each 18 cwt. tank. John Fleming of Co. Wexford, 25 years a driver, says of his 5 ton Austin: "You couldn't ask for better than B.M.C. Austin. I go all over Ireland in mine, go up hills without a change. I've had no trouble at all, even with 8 or 9 ton loads and trailer. It's the best I've had yet in any make for comfort, turning, steering, everything. A big load feels like no load at all."



AUSTIN



**Greater efficiency
at lower cost**

Firestone
All-Traction
FOR ON-AND-OFF-THE-ROAD

Deeper tread
built of
cut-resisting
rubber

Massive
traction bars
pull harder in
rough going

Continuous
centre ribs
give even road wear,
best brake
performance

Tension-dried
gum-dipped
cord
for maximum body
strength

**Firestone TYRES
consistently good**

The Firestone dual-purpose All-Traction Heavy Duty Truck tyre gives longer mileage on the road and better performance with greater efficiency off the road.

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Smalls Traffic to North Wales Increases

A LARGE increase in smalls traffic to North Wales was spoken of at Wrexham, on Monday, when W. Cooper and Sons (Carriers), Ltd., Prestatyn, applied for two vehicles on A licence.

Mr. J. Edward Jones, for the applicants, told Mr. F. Williamson, North Western Licensing Authority, that the company ran a regular parcels service throughout North Wales. Their claims were supported by seven witnesses.

A representative of a Manchester manufacturer of toys and fancy goods said that his company employed Coopers to carry parcels to Welsh holiday resorts. Recently their turnover had increased by over 50 per cent. A 48-hour service was guaranteed to customers and during the past four months they had complained of delays.

Mr. G. P. Crowe, for the British Transport Commission, who objected, pointed out that British Road Services, who ran a regular smalls delivery service throughout North Wales, carried a large amount of traffic.

Customers Insist on Coopers

Mr. J. Withers, who represented a Manchester drapery concern, stated that many customers asked for their goods to be carried only by Coopers, and by no other means.

Coopers gave an invaluable service in the area, said Mr. R. Moore, who represented North Wales Suppliers, Ltd., Bangor. Recently a chaotic situation had arisen whereby they had been unable to cope with demands. They did not use the railways as they were more expensive than road carriers. Mr. Crowe observed that although Coopers' service had not

been satisfactory of late, Mr. Moore had never used the services of the B.T.C.

Mr. W. Cooper, managing director of the applicants, contended that his business had been expanding and his vehicles were fully employed. Their units were operating 24 hours a day. To fulfil the present demand they wanted at least three vehicles to travel to Manchester daily. Replying to Mr. Crowe, Mr. Cooper stated that he wanted to preserve his business but would use sub-contractors when necessary.

The case is to be continued.

TWO VEHICLES TO CARRY ROUND TIMBER

FOUR timber merchants spoke of the severe lack of haulage facilities in North Wales when they supported an application by Messrs. Jones Bros., Digory's Garage, Rhosyllen, for two vehicles on B licence, to carry timber within 200 miles, at Wrexham, on Monday. Mr. E. Jones, a partner, stated that the work was highly specialized and he wanted to transport only round timber.

Evidence was given by merchants who had advertised their transport requirements and had had no reply from hauliers. They were convinced that there were no available facilities in the area and this situation prompted the application.

For British Railways, who opposed, Mr. G. P. Crowe said there should have been more concise documentary evidence. Mr. F. Williamson, North Western Licensing Authority, granted the application, however, and said that he had been satisfied by the four supporting witnesses. The normal user was restricted to the carriage of round timber.

Six New Tippers To Ease Shortage

THE existence of an acute shortage of tippers in Lanarkshire was indicated to Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week, when Bernard Brogan, Ltd., Motherwell, successfully applied for an increase of six vehicles of 25½ tons, to be acquired.

Mr. James Brogan, director, gave details of efforts made to secure tippers and spoke of extensive requests which had been rejected by his company because of lack of vehicles. All their vehicles, with one exception, were tippers and all were fully employed.

Their work involved the handling of site materials within the Lanarkshire area and the normal user originally lodged, which mentioned work for Messrs. Colvilles, was adjusted to read "to and from sites within 35 miles of base." This satisfied the British Transport Commission, who were objectors.

In answer to a question on the general position in Lanarkshire, Mr. Quin was told that a considerable amount of large-scale site work existed there. In some cases this was being delayed because of the shortage of tippers.

The Authority made the grant on the basis of shortage and the need to provide adequate tonnage to meet constructional and industrial work.

NO LICENCE TO TOW

MISUSE of a pick-up vehicle operating under a limited trade licence, cost Robert Michael Miller, motor dealer, Kelvedon Motors, Feering Hill, Kelvedon, a fine of £5, at Colchester, last week. The vehicle was towing a trailer which carried a boat, but was not licensed for this work.

New Transport Companies

William Varah (Transport), Ltd. Cap. £10,000. Dirs.: W. Varah and Mrs. J. Varah, 35 Quarry Field Lane, Wicksley, near Rotherham.

Carypess Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Restarley Haulage, Ltd. Cap. £100. Other particulars as for Carypess Haulage, Ltd.

Young's Delivery Service, Ltd. Cap. £100. Dirs.: J. M. Young and Mrs. A. D. R. Young, 7 Izane Road, Bexleyheath, Kent. Reg. Office: 15 Church Road, Bexleyheath.

A. S. Playford, Ltd. Cap. £100. Dirs.: A. S. Playford and M. J. Playford, 477 New Cross Road, London, S.E.14. Sec.: A. S. Playford. Reg. office: 477 New Cross Road, London, S.E.14.

Livesey Transport, Ltd. Cap. £10,000. Dirs.: J. Livesey and L. Livesey, The Gables, Butler Green Garage, Chadderton, Oldham. Sec.: J. B. Wild. Reg. office: Butler Green Garage, Chadderton.

Widewood Hauliers, Ltd. Cap. £1,000. Subs.: G. Howie, 71 High Street, Lake Pits, Stoke-on-Trent, and P. Edwards, Lakeside, Lodge Road, Alauzer, Stoke-on-Trent.

S.P. Transport, Ltd. Cap. £5,000. Dirs.: Stephen C. S. Pegum and L. Pegum, 35a Main Road, Kempsay, Worcs. Reg. office: 35a Main Road, Kempsay.

Camsons of Milton, Ltd. Cap. £2,000. Dirs.: G. R. Hall Cannon, 19 School Lane, Milton, and A. W. Hall Cannon, 9 Heather Road, Milton. Sec.: G. M. Hill. Reg. Office: 31 High Street, Milton, near Abingdon, Berks.

R. J. Hart, Ltd. Cap. £5,000. Dirs.: R. J. Hart and Esther Hart, 31 Bell Street, Brierley Hill, Staffs. and Cynthia J. Hart, Whittington House, Whittington Road, Norton, Stourbridge. Sec.: Esther Hart. Reg. office: 31 Bell Street, Brierley Hill.

J. Livermore and Sons, Ltd. Cap. £1,000. Dirs.: J. Livermore, Downham View Farm, Castledown, Wickford, Essex. T. M. Livermore, Ada Cottage, Nevendon Road, Wickford, and R. W. Livermore, 3 Hawk Lane, Battlesbridge, Essex. Sec.: T. M. Livermore. Reg. Office: 19-20 Holborn Viaduct, London, E.C.1.

Wise Transport (Scotland), Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Plugtrack Haulage, Ltd. Cap. £100. Other particulars as for Wise Transport (Scotland), Ltd.

Buselm Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

S. and H. Road Haulage Co., Ltd. Cap. £100. Other particulars as for Buselm Haulage, Ltd.

G. W. Pell (Kilron), Ltd. Cap. £10,000. Dirs.: G. W. Pell and D. Pell, Littlebury Hall, Station Road, Kirtom, near Boston. Sec.: D. Pell. Reg. office: Littlebury Hall, Station Road, Kirtom.

T. Kidd and Son, Ltd. Cap. £1,000. Dirs.: A. Kidd and Mrs. R. Kidd, 44 Kingsgate, Bridlington. Sec.: M. R. Kidd. Reg. office: 7 Princess Street, Bridlington.

Rexim (Haulage), Ltd. Cap. £5,000. Dirs.: L. B. Fairall, The Greystones, Morville, near Bridgnorth, and G. D. Kelley, Mere Oak, Chelmarsh. Sec.: G. D. Kelley. Reg. Office: Central Chambers, Bearwood Road, Smethwick, 41.

Miller and Soumes, Ltd. Cap. £1,000. Dirs.: A. M. D. Miller, The Gables, Westerfield, Ipswich, and A. G. Soames, 7 Cory Drive, Hutton, Essex. Sec.: F. W. Peak. Reg. office: 582 Woodbridge Road, Ipswich.

Kirkgate Transport (Wakefield), Ltd. Cap. £1,000. Dirs.: K. Dwyer, 2 Manor Road, Walton, Wakefield; B. Dwyer, 15 Shay Lane, Crofton, Wakefield; and D. Cooke, Reg. office: Old Quarry, Towers Lane, Crofton.

Carr and Hodgkinson, Ltd. Cap. £10,000. Dirs.: William Carr, Red Lion Inn, Checkley, near Tean, and Bertram Hodgkinson, 26 Grosvenor Road, Hillside Estate, Meir, Stoke-on-Trent. Sec.: W. Carr. Reg. office: Fole Garage, Fole, near Uttoxeter.

L. and K. Transport Warehousing, Ltd. Cap. £100. Dirs.: V. G. Knight, 110 Brookcroft Road, Close, E.17, and H. W. Lawless, 7 Veronica Lane, Harold Hill, Romford. Sec.: H. W. Lawless. Reg. office: 67 St. Peter's Street, London, N.1.

Busash Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Busman Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

A.C. Coaches, Ltd. Cap. £100. Dirs.: J. S. Rigg, Springbank House, Spring Grove, Gravesend, and J. C. Talbot, 52 Galleys Lane, Barnet. Sec.: J. S. Rigg. Reg. office: 100 Old Road West, Gravesend, Kent.

H. M. Robson (Haulage), Ltd. Cap. £1,000. Dirs.: H. M. Robson and B. J. Robson, 5 Deep Lane, Basingstoke, Hants. Sec.: B. J. Robson. Reg. office: Lower Brook Street, Basingstoke.

W.E. Transport (West Bromwich), Ltd. Cap. £100. Dirs.: W. H. Poulton, 21 Queen Street, Wordsley, Stourbridge, and E. J. Hughes, 6 Stafford Road, Darlaston, Staffs. Sec.: E. J. Hughes. Reg. office: 123 Paradise Street, Bromwich.

R. R. Ormerod and Son (Haulage), Ltd. Cap. £1,000. Dirs.: R. R. Ormerod, 26 Skipton Road, Trawden, Lancs, and E. Ormerod, Rings Farm, Trawden. Sec.: E. Ormerod. Reg. office: Rings Farm, Trawden.

Reddicroft Luxury Coaches (Sutton Coldfield), Ltd. Cap. £3,000. Dirs.: W. H. Leadbetter, P. Leadbetter and R. R. Leadbetter, 170 Thimblemill Road, Smethwick, Birmingham. 4. Sec.: R. R. Leadbetter. Reg. office: Reddicroft, Sutton Coldfield.

Toft Bros. and Tomlinson (St. Albans), Ltd. Cap. £4,000. Dirs.: J. A. Tomlinson, Anchorage, Curbar via Sheffield, W. Tomlinson, 1 Unity Villas, Darley Dale, near Matlock, and D. J. McLean, Dale Road North, Darley Dale. Sec.: D. J. McLean. Reg. office: Unity Garage, Darley Dale.

Murray's Transport (Hants), Ltd. Cap. £1,000. Dirs.: W. L. J. Murray and R. E. Murray, 259 Copnor Road, Portsmouth, and D. R. Edmonds and G. W. Edmonds, 29 Fairfield Square, Wymering, Cosham. Sec.: R. E. Murray. Reg. office: 259 Copnor Road, Portsmouth.

C-licensed Lorry Used for Reward

AN Aberdeen contractor was fined a total of £85 and disqualified from driving for one year, at Perth Sheriff Court, last week, when he admitted three charges of using his C-licensed lorry for hire or reward.

The accused, Alexander Smith Rayne, 125 Craigievar Crescent, Aberdeen, jobbing contractor, admitted that on 11 occasions between January 18-April 1, he used a lorry for hire or reward. He also admitted to using an A licence issued to F. L. Pettman, Ltd., 233 Brixton Road, London, on his own lorry. Rayne also pleaded guilty to using the lorry while it was not covered by third-party insurance.

Mr. T. F. Aitchison, depute-fiscal, prosecuting, said that when Rayne's lorry was stopped in Perth it was loaded with rolls of jute being transported to England at normal haulage rates. An A identity disc was displayed on the lorry, and subsequent inquiries revealed that Rayne was the holder only of a C licence.

The lorry had been used in a similar way on 11 occasions, said Mr. Aitchison. It had made trips from Dundee to London, Birmingham, Coventry, Essex, Cambridge, Peterborough, Norwich,

Nottingham, Leicester and Enfield. It had also travelled from Welwyn Garden City to Dundee, and from Stamford to Strathaven, Lanarkshire. Rayne had been paid almost £300 for these illegal trips.

The A identity disc had been issued in respect of another vehicle, and his insurance policy was not effective when he carried goods for hire or reward, added Mr. Aitchison.

In a letter admitting the offences, Rayne stated that there was a shortage of work in Aberdeen, and, as he had a wife and four children to keep, he had to do something. Since he had been charged, his lorry had been off the road. It had now been reclaimed by the hire purchase company. Rayne added that he had finished up approximately £300 in debt and was now trying to clear this amount by weekly payments.

Sheriff Substitute A. M. Prain imposed a fine of £50 or three months' imprisonment on the first charge; £30 or 60 days on the second and £5 or 20 days, with one year's disqualification from driving, on the third charge. He allowed Rayne six weeks to pay the fines and directed that the alternative sentences should run concurrently.

Chemicals Need Experienced Hands

THE need for more transport to cope with increasing traffic from the chemical industry at Rutherglen, which required experienced handling, formed the basis of a successful application for two additional vehicles, each of 7½ tons, at Glasgow, last week.

Mr. W. F. Quin, Scottish Licensing Authority, was told that the 1959 earnings of P. and S. Contracts, Ltd., Glasgow, the applicants, had increased by £20,414 over the previous year's figures. Sub-contracting had risen by £1,668 and represented about 20 per cent. of the gross earnings.

Mr. Paterson, a representative of P. and S., said that they might be able to get suitable vehicles but could not guarantee suitable men. There had been several instances of wrong delivery of chemicals with consequent problems at customers' plants. Mr. McTrustery, representing A.C.C. (Chrome and Chemical), Ltd., said that his company had laid down a new plant at a cost of £1¼m.

Their output had risen from 900 to

1,300 tons per week, and they had capacity for 1,800 tons. They used different contractors for different areas, and British Road Services handled much of their smaller traffic. They preferred men who knew their products and they supported the application.

A representative of R. B. Stirling and Co., heating and ventilating engineers, also spoke of expanding business for lightweight, bulky loads of fabricated metal.

Mr. D. B. Weir, for the British Transport Commission, who objected, submitted that the evidence did not substantiate the application. There was a natural preference for certain contractors but if that were the basis of a successful application it would mean that hearings would be rendered futile, he claimed.

Mr. Quin, who granted the application on the grounds that earnings and sub-contracting had increased and would continue to do so, noted that it was significant that no private-enterprise hauliers had lodged objections.

Mobile Library Tenders Not Accepted

REPORTS of difficulty in securing quotations for the supply of a mobile library vehicle have led to the withdrawal of a tender recommendation to Hertfordshire Education Committee. The tender had been made by the Hertford Motor Co., Ltd., for the supply of a mobile library at a cost of £2,732 4s. A report of the finance sub-committee stated that a sum of £2,500 had been included in the current year's estimates for the purchase of a new vehicle.

The Hertford Motor Co., Ltd., which has supplied four rural mobile libraries

and the other library vehicles now in use, submitted five quotations of which the lowest, from King and Taylor, Ltd., Godalming, was recommended for acceptance.

The report stated that the estimate was based on vehicles formerly supplied, but prices had since risen and builders of the mobile libraries said that they could not build another vehicle at the same price. The Hertford Motor Co., Ltd., had encountered some difficulty in obtaining prices because not many concerns wanted to take on the work.

Mr. Nelson Calls It "Sharp Practice"

STRONG criticism of John Wainwright and Co., Ltd., quarry owners, was made by Mr. S. W. Nelson, Western Licensing Authority, last week. The company were supporting an application for a B licence for two vehicles of 8 tons 3 cwt., to carry for any quarry in the Frome area, by Mr. R. L. Starr, 15 Victoria Road, Frome, Somerset.

It was stated that Mr. Starr had been granted a contract licence for one of the vehicles under agreement with Wainwright, in January. This was due to operate for a 12-month period.

Mr. Robert Francis, office manager of Wainwright, agreed that his company had recently supported another operator who applied for additional vehicles, and given additional vehicles on contract licence to yet another man. Answering Mr. Nelson, Mr. Francis said that the company had a C-hire licence for 16 vehicles, but used only five.

Giving decision, Mr. Nelson said: "I feel very strongly about this application. For the want of better words it is what I call sharp practice. Here is a company which gives a newcomer a new contract for 12 months in January, and now comes along and asks me to grant the applicant a B licence for the vehicle under the C-hire licence. I therefore refuse the application because I am not satisfied with the evidence. With regard to the second vehicle, if the objectors insist, I shall also refuse that."

For the objectors, British Transport Commission and nine private operators, it was stated that they would not oppose a grant in respect of the second vehicle of 4 tons 3 cwt. provided the conditions read: "quarried and concrete products for John Wainwright and Co., Ltd., 125 miles" and the applicant gave an undertaking that he would not take up any vehicle on the C-hire licence.

HIGH-HYSTERESIS RUBBER TYRES

A NEW synthetic rubber of the high-hysteresis type has been developed by the Dunlop Rubber Co., Ltd., and it is expected that it will be introduced into the company's range of standard covers in the next 12-18 months. At present only tyres in the Elite range are made of it.

These are for expensive cars and cost about a third more than normal tyres. In tests, Elite tyres have given 45 per cent. more adhesion when accelerating on a wet road, 24 per cent. more cornering grip and 15 per cent. greater braking adhesion. The rate of tread wear is stated to be the same as for conventional tyres.

Tyres of high-hysteresis synthetic rubber give a softer ride than normal covers, and almost eliminate squeal on corners. When Dunlop offer it more widely, their products are not likely to be any dearer.

SMOKE INVESTIGATION

A TEAM of engineers appointed by the Institute of Road Transport Engineers is to investigate the problems of air pollution resulting from diesel smoke emitted by road vehicles.

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Liverpool Tries Strip Lighting for Bus Advertisements

ADVERTISEMENT panels illuminated by fluorescent tubes are being installed on the off side of Liverpool Corporation double-deckers. The system offers increased light output for a given drain on the battery, long lamp-life, even distribution of illumination and resistance to vibration. The panel consists of toughened glass sheet covering four bays. The advertisement is painted by the silk-screen process on the inside of the glass, and is well defined in daylight.

The advertisement on the off side of this Liverpool Corporation bus is illuminated by eight fluorescent tubes.

Illumination is provided by eight 30-w. 1½-in.-diameter tubes at the top and bottom of the panel. Philips transistorized D.C. to A.C. converters provide the necessary voltage. The transistor units are mounted in a steel cabinet adjacent to the front destination indicator box and a safety device protects the transistors from reverse polarities.

FODENS' "STEADY IMPROVEMENT"

A STEADY improvement in business is reported by Mr. James Wild, chairman of Fodens, Ltd., in his annual statement. This was because of the removal of the fear of renationalization, so far as the home market was concerned. Overseas orders were increasing.

The company's production was running at a record level, and, by using the most modern tools, overall costs had been reduced although wages had increased.

Negotiations were in progress for the establishment of a depot in Cardiff.

NEW TENDERS FOR MOTORWAY?

IF, without departing from the basic specification, savings could be made on the construction of the Lancashire section of the Birmingham-Preston motorway, new tenders would be invited later this year. The Minister of Transport made this known in a written answer in the House of Commons last week, after being asked about the starting date for this 26-mile section of the motorway.

The Minister said that tenders submitted so far had proved much higher than for other sections of motorway. This was mainly due to poor soil conditions, the presence of mine workings and the cost of drainage.

NEW TAWE BRIDGE

A THREE-SPAN reinforced concrete bridge over the River Tawe will be a feature of the final section of Swansea's East Side Approach Road, on which work will start soon.

About one-third of a mile in length, it will link the new road system, which forms part of the reconstructed central area of the town, with the new dual-carriageway road from Swansea Docks to the Neath by-pass.

AUSTRALIAN ORDER FOR A.E.C.

AN order for 50 A.E.C. Mandator chassis has been received from Australia where the vehicles will be used mostly on inter-state haulage services. During the past six months sales of A.E.C. (Australia), Pty., Ltd., have substantially increased and are now over 50 per cent. above the level of 1959.

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Municipal Opportunities

Swindon Transport Committee are buying five Daimler-Park Royal buses.

Honor Housing Management Committee propose to buy a 30-cwt. tipping lorry.

Bournemouth Health Committee require a Morris ambulance.

Redditch Urban District Council are purchasing an Austin 2-ton lorry from T. and M. Dixon.

West Bromwich Transport Committee propose to buy four Daimler-M.C.W. 7½-seat buses.

Burford Corporation are buying a S.D. 16-18-cu.-yd. refuse collector with Perkins oil engine.

Crook and Willington Urban District Council require a refuse collector.

Hemel Hempstead Rural District Council are in the market for a fore-and-aft-tipping refuse collector.

Bletchley Urban District Council are buying a Bristol D445 Duplex crawler tractor from H. A. Saunders, Ltd.

Edmonton Works and Highways Committee have ordered a Karrier Bantam 2-ton tipper from Ray Powell, Ltd.

Norfolk Fire Service Committee are buying three Beye water tenders from J. H. Jennings and Son, Ltd.

Nassau Corporation are recommended to buy a S.D. gully-emptier and a Lewin oil-engined street sweeper.

Romford Corporation are recommended to purchase two S.D. refuse collectors, two 3-ton tipping lorries from J. P. Hensmans, Ltd., and a Thames 3-ton van from Chas. H. Allen, Ltd.

Burrow-in-Furness Transport Committee have ordered 10 Leyland Titan P.D.2/40 double-decker chassis. The cleansing committee have authorized the purchase of a Vesta hot-sidecar outfit.

Worthing Corporation have ordered a Dennis gully and cesspool-emptier from Caffyns, Ltd., and a Ferguson 3-ton tipping trailer from Moores of Brighton, Ltd.

Heston General Works Committee are buying two 3-ton oil-engined lorries from Furrows, Ltd., and a mechanical shovel from F. E. Weatherill, Ltd.

The health committee want a van.

Reynold and Chiswick Corporation are recommended to buy two Dual-Tip refuse collectors from Glover, Webb and Liverside, Ltd., a side-loading lorry from Spurling Motors, Ltd., and three 3-ton lorries from Grant Garages (Richmond), Ltd.

West Hartlepool Corporation require three bus bodies for fitting to Leyland chassis. The corporation are offering a refuse collector and a street-cleaning outfit from J. E. Johnson and Son (West Hartlepool), Ltd.

Builthow Urban District Council are purchasing a low-loading trailer from the Ibbett Engineering Co., Ltd., a Bedford 3-ton lorry from J. Toomey Motors, a Ferguson tractor from Eastern Tractors, Ltd., a Thames 10-cwt. van and a 15-cwt. pick-up from Bussey and Sabberton Bros., Ltd.

Southport Vehicle Purchase and Maintenance Committee propose to buy a Bedford 5-tonner with Simon hydraulic platform, a Bedford 10-cwt. van and a Bedford 5-ton short-wheelbase tipper from Southport Engineering Co., Ltd., and a Thames 5-cwt. van from Holland Motors, Ltd.

Surrey Fire Brigade's replacement programme for this year provides for the purchase of seven composite appliances, two 100-ft. turntable ladders, three hose-layer water units, 12 Jeep-type vehicles, 10 Austin A40 Countryman vehicles, a breakdown tender and a 5-ton stores lorry.

Cheltenham Borough Council are recommended to buy a Gibson dual-purpose refuse collector.

Berwick-on-Tweed Town Council require a 250-cu.-yd. water trailer.

Holland County Council invite tenders for the supply of a 3-4-ton tipper.

Liverpool City Council require tenders for the supply of three 5-cwt. vans and two 10-cwt. vans.

Sedburgh Rural District Council need a Karrier Bantam 7-cu.-yd. oil-engined refuse collector.

Tyldesley Urban District Council need a small petrol-engined road sweeper.

Burnley Cleansing Committee wish to buy a 15-cwt. van, a 3-ton tipper and a Karrier Bantam.

Newport (Mon.) Borough Council are in the market for a 750-800-gal. oil-engined gully and cesspool-emptier.

Godstone Rural District Council require tenders by July 20 for the supply of a 3½-ton tipping lorry.

Manchester Purchasing Committee seek tenders for the supply of six vehicles for the waterworks department.

Mountain Ash Urban District Council seek tenders for the supply of a Commer 3-4-tonner and a Karrier Gamecock refuse collector.

Hastings Town Council seek tenders by July 23 for the supply of a Bedford 35-seater chassis with petrol engine on which a library body is to be constructed.

East Suffolk County Council are in the market for three Austin 5-ton oil-engined tipper, a Bedford 6-ton oil-engined tipper, four Austin A35 5-cwt. vans and a Bedford Workobus.

Bradford City Council have ordered a Karrier Bantam tipper from Thornton Engineering Co., Ltd., and a Massey Ferguson oil-engined tractor from W. L. Thompson (Agricultural and Industrial Engineers), Ltd.

PROFIT AND LOSS

Blackburn Transport Department, £5,313 net surplus. Total income £488,202 (40.44d. per bus-mile); total expenditure £425,465 (35.25d. per bus-mile). Balance for appropriation £45,084. Passengers 36.4m. Mileage 2.9m.

Bolton Transport Department, £1,354 surplus. Total income £1,235,768 (36.92d. per bus-mile). Total working expenses £1,102,293 (32.94d. per bus-mile). Net income for appropriation £87,540. Passengers 90m. Mileage 8m.

Middlesbrough Transport Department, £12,074 net surplus. Operating revenue £438,421 (29.98d. per bus-mile). Total operating expenses £394,017 (26.94d. per bus-mile). Net surplus for appropriation £44,847.

St. Helens Transport Department, £62,013 net surplus. Total revenue £794,478 (31.701d. per bus-mile). Total operating expenses £674,049 (26.896d. per bus-mile). Percentage of working expenses to traffic revenue reduced from 86.15 to 84.94. Passengers 58.1m. (reduction of 1.07 per cent.). Mileage 6m. (reduction of 2.61 per cent.).

Sheffield Transport Department, £9,150 net surplus. Trams: Total income £507,759 (45.05d. per vehicle-mile); total working expenses £547,260 (48.55d. per vehicle-mile). Buses: Total income £3,336,945 (41.03d. per bus-mile); total working expenses £2,906,700 (35.74d. per bus-mile). Balance for appropriation £150,052. Passengers 229m. Mileage 22.2m. (Results affected by 17-day strike.)



H. Tibble (Coopers Mechanical Joints, Ltd.) edges his Bedford gently against the kerb in Test 1 at Slough. He won Class E(1).



Winner of Class D, A. Riddy (Pepsi-Cola Co., Ltd.), brings his Commer neatly to rest in the kerb-parking test.

Third Slough Win for Daines

LAST year's national winner, C. Daines, driving an Austin for Fred Myers, Ltd., Windsor, achieved his third local success in the Slough round of the Lorry Driver of the Year Competition on Sunday. He won Class C with a penalty total of only 40 points.

Slough Safety Council said they curtailed the entry this year to fewer than 90 competitors because construction work limited the area available on the apron of Langley airfield, now a Ford factory. The quality of the contestants, however, was as high as ever, and there was a pleasing rally of tankers from Crow Carrying Co., Ltd., Shell-Mex and B.P., Ltd., Guinness Transport and the Express Dairy Co., Ltd.

High wind and heavy showers in the morning delayed the start of the road section, a circular tour through Slough, beginning and ending at Langley. Best performance up to this point was that of C. G. Fey, driving a Leyland tanker for Shell-Mex. He lost only five marks, exactly his margin in winning Class G from W. Webb (Commer), of British Light Steel Pressings.

Other outstandingly good performances on the road (and it was a course well provided with pitfalls for the unwary) were those of B. Hale (de Havilland, Bedford

"Queen Mary"), who lost 10 marks, N. Martin (Rockware Glass, Bedford), 20 marks, and G. Harris (Coopers Mechanical Joints, Commer), and T. Turney (Hayward Tyler and Co., Bedford), with 23 each.

The three manoeuvring tests were, perforce, laid out somewhat close together, thus making marshalling of vehicles awaiting their turn a little difficult. Nevertheless, all had been dealt with shortly before 5 p.m. Penalty points awarded were not available until the following day.

The smoothest performance of the day was that of Daines in Class C. He handled his Austin with a sure judgment that was a pleasure to watch, and his driving was applauded by spectators. Complete absence of "examination nerves" and familiarity with vehicle and test procedure make him a contender once again for national honours.

Schweppes are newcomers this year to the competition, and with their subsidiaries, Pepsi-Cola, are doing well. A. Riddy, driving a Commer for Pepsi-Cola, returned a smart 56 points to win Class D, and J. Hurley, driving a Thames for the same company, won Class F (2).

Fey, who had done so well on the road section, handled his Leyland tanker for Shell-Mex with great skill in Class G.

He used his mirrors to the full and made some masterly corrections of line, particularly in the unloading-bay test. Runner-up in the class, W. Webb had, perhaps, a slightly easier job with his Rootes platform lorry.

A hardship which stood out like a sore thumb afflicted drivers in Class F (2). All were heavily penalized by the standard time rule, which costs 100 marks more than the "worst correct performance." Thus the class winner, Hurley, lost 475, and the runner-up 516. In spite of cautious driving, in the spirit advocated by Road Safety Councils, their result makes sad reading.

An omission at the Slough round was that of public-address equipment. Some form of loudspeaker would have done much to keep spectators, competitors and Press in touch with what was going on.

RESULTS

Class A—Up to 15 ft.: 1.—R. Keech (Express Dairy Co., Ltd., Morris), 77 penalty points, 2.—G. Harris (Coopers Mechanical Joints, Ltd., Commer), 112, 3.—W. Simmonds (Coopers Mechanical Joints, Ltd., Thames), 127.

Class B—15-19 ft.: 1.—P. Pritchard (British Light Steel Pressings, Ltd., Commer), 203, 2.—F. Fennell (Lincoln Electric Co., Ltd., Commer), 291.

Class C—19-22 ft.: 1.—C. Daines (Fred Myers, Ltd., Austin), 40, 2.—S. Middleton (Aspro-Nicholas, Ltd., Austin), 99, 3.—D. Pinck (Schweppes, Ltd., Bedford), 108.

Class D—22-25 ft.: 1.—A. Riddy (Pepsi-Cola Co., Ltd., Commer), 56, 2.—R. E. Youngs (Tate and Lyle, Ltd., Thames), 60, 3.—F. Fidler (Tate and Lyle, Ltd., Thames), 76.

Class E (1)—Over 25 ft., two axles: 1.—H. Tibble (Coopers Mechanical Joints, Ltd., Bedford), 215.

Class E (2)—Over 25 ft., more than two axles: 1.—J. Dagley (Shell-Mex and B.P., Ltd., A.E.C.), 88, 2.—R. Filby (Schweppes, Ltd., Atkinson), 111, 3.—E. H. Lewis (Beccams Foods, Ltd., Atkinson), 114.

Class F (1)—Articulated, tractor under 3 tons, semi-trailer under 22 ft.: 1.—D. Jones (Shell-Mex and B.P., Ltd., Bedford), 99, 2.—P. Harwell (Crow Carrying Co., Ltd., Bedford), 106, 3.—S. Puddifoot (Express Dairy Co., Ltd., Bedford), 120.

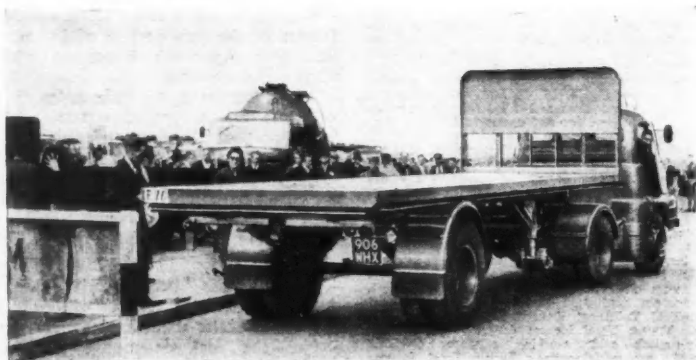
Class F (2)—Articulated, tractor under 3 tons, semi-trailer 22-27 ft.: 1.—J. Hurley (Pepsi-Cola Co., Ltd., Thames), 475, 2.—T. Burns (Tate and Lyle, Ltd., Bedford), 516, 3.—N. Martin (Rockware Glass Co., Ltd., Bedford), 534.

Class G—Articulated, tractor over 3 tons, semi-trailer up to 27 ft.: 1.—C. G. Fey (Shell-Mex and B.P., Ltd., Leyland), 91, 2.—W. Webb (British Light Steel Pressings, Ltd., Commer), 96, 3.—L. Jackman (Shell-Mex and B.P., Ltd., Scammell), 122.

Class H—Articulated, tractor any weight, semi-trailer more than 27 ft.: 1.—L. Lanceley (de Havilland Aircraft Co., Ltd., Bedford), 139, 2.—B. Hale (de Havilland Aircraft Co., Ltd., Bedford), 456.

Maintenance Awards: T.R.T.A. Cup (best licence entrant): F. Paice (Express Dairy Co., Ltd., A.E.C.). Peerless Cup (non-licence): G. Cobb (Crow Carrying Co., Ltd., Scammell).

Team Award: W. Gates, D. McAskill, L. Lanceley (de Havilland Aircraft Co., Ltd.).



Another winner from the Pepsi-Cola stable was J. Hurley (Thames). He suffered heavily under the time penalty.



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B. Parry, in a big Thornycroft articulated outfit, was
Class H champion.



J. Winstanley, of Louis C. Edwards and Sons (Manchester), Ltd., in
a Leyland "artic," was second in Class G.

Low-loader Driver Wins at Manchester

CHIEF among the many awards presented by Mr. F. Williamson, North Western Licensing Authority, at the Manchester round of the Lorry Driver of the Year Competition last Sunday, was a gold cup for the best performance of the day by J. W. Griffiths (de Havilland Aircraft Co., Ltd.), whose vehicle was an Austin with low-loading semi-trailer.

For the purpose of deciding the local champion the figure-of-merit system was employed. With this method the top 25 per cent. of the entry of each class is averaged, and the competitor beating the resultant figure in his category by the greatest percentage is the outright winner. The second man in the class in which the winner is outstanding moves up to lead, although the driver who has moved up to area winner goes to the national final as representing his section. The same arrangements apply to the Manchester awards for the best drivers of oil-engined and C-licence vehicles.

Too often a private check on the road circuit shows that some drivers who think themselves clever still have plenty to learn. This was so on Sunday. One large van swung out sharply from a side road in the path of *The Commercial Motor* car. Having reached the centre of the street and observed that there was someone else awake at that time in the morning, the van driver promptly stuck his hand out and swung quickly to the right. At least one competitor failed to stop at a Halt sign.

Most of them drove through the pelting rain with meticulous care. All the same, it is an odd situation that the reporter of a safe-driving contest should feel entitled to danger money.

Manchester, with 153 vehicles, had a full entry, some having overflowed from the cancelled Liverpool fixture which was due next Sunday. With the promise of a Liverpool round, some operators who had previously competed in Manchester were advised to transfer to the new venue and, in view of the cancellation, these were accepted almost at the last moment as additions to the Manchester list.

Chester, Preston, Morecambe, Liverpool, Widnes, Sandbach, Renfrew, Dundee, Darwen, Bootle, Matlock and Greenock, were among the places represented, so that the winner may claim to have annexed a more than local title.

A useful proportion of the drivers came through the Highway Code examination unpenalized, but the average loss was around 20 marks, which seems high compared with the results in some other centres. On the road most points fell for failure to signal a left-hand turn when leaving a roundabout on the nine-mile circuit. Ten competitors preserved clean sheets on both the road and code sections of the contest.

An outstanding overall performance was put up by Pease Transport, Ltd., one of whose entries proved best in the team section.

RESULTS

Class A—Up to 15 ft.: 1.—J. P. Moran (English Sewing Cotton Co., Ltd., Thames), 74 penalty points. 2.—A. R. Bradley (Fred Dawes [Service], Ltd., Austin), 100. 3.—E. Mellor (Fred Dawes [Service], Ltd., Austin), 101.

Class B—15-19 ft.: 1.—J. Gilfoy (Associated Electrical Industries, Ltd., Austin), 68. 2.—W. A. McDonnell (Louis C. Edwards and Sons [Manchester], Ltd., Thames), 76. 3.—L. Ripley (Eccles Corporation, Dennis), 77.

Class C—19-22 ft.: 1.—R. G. Beaman (British Road Services, B.M.C.), 52. 2.—P. J. Leacy (Pease Transport, Ltd., Commer), 88. 3.—A. Dutton (Hazel Grove Printing and Box Making Co., Ltd., Commer), 91.

Class D—22-25 ft.: 1.—S. Isaac (Pease Transport, Ltd., Albion), 34. 2.—R. Smith (Ministry of Works, B.M.C.), 55. 3.—S. Irving (S.P.D., Ltd., Austin), 59.

Class E (1)—Over 25 ft., two axles: 1.—H. Eden (Wilsons Brewery, Ltd., E.R.F.), 61. 2.—A. Horsfall (Crown Bedding Co. [Northern], Ltd., Albion), 81. 3.—J. Kenworthy (Crown Bedding Co. [Northern], Ltd., Albion), 83.

Class E (2)—Over 25 ft., more than two axles: 1.—A. J. Cook (Pease Transport [Northern Section], Ltd., Foden), 40. 2.—A. J. Monks (Petrofina [Great Britain], Ltd., A.E.C.), 55. 3.—V. O'Rourke (Robertson, Buckley and Co., Ltd., Leyland), 67.

Class F (1)—Articulated, tractor under 3 tons, semi-trailer under 22 ft.: 1.—L. R. Tucker (Bleachers' Association, Ltd., Karrier), 74. 2.—W. Batho (Bleachers' Association, Ltd., Austin), 146. 3.—A. Muir (Pease Transport [Scotland], Ltd., Bedford), 167.

Class F (2)—Articulated, tractor under 3 tons, semi-trailer 22-27 ft.: 1.—N. Shield (B.R.S. [Parcels], Ltd., Leyland), 122. 2.—H. Norcliffe (T. Wall and Sons [Ice Cream], Ltd., Bedford), 128. 3.—N. Metcalfe (British Road Services, Ltd., Leyland), 130.

Class G—Articulated, tractor over 3 tons, semi-trailer up to 27 ft.: 1.—H. J. Bramwell (Pease Transport [Northern Section], Ltd., Foden), 63. 2.—J. Winstanley (Louis C. Edwards and Sons [Manchester], Ltd., Leyland), 98. 3.—W. Bell (Pease Transport [Scotland], Ltd., Albion), 120.

Class H—Articulated, tractor any weight, semi-trailer over 27 ft.: 1.—B. Parry (H. R. D. Maconochie, Ltd., Thornycroft), 175. 2.—F. Singleton (de Havilland Aircraft Co., Ltd., Morris), 181. 3.—F. Porter (R.A.F., Bedford), 209.

Manchester Area Winner: J. W. Griffiths (de Havilland Aircraft Co., Ltd., Austin), 69 marks, plus 76 figure of merit. (From Class H.)

Best C-licence Driver: F. Johnson (Groves and Whitall, Ltd., Dennis), 33. (From Class E (1).)

Best Oil-engined Vehicle Driver: R. B. Walker (B.R.S., Austin), 30. (From Class C.)

Team Award: Pease Transport (Northern Section), Ltd.—Isaac, Cook and Bramwell, 137.



Second in Class F (2)—H. Norcliffe, of T. Wall and Sons (Ice Cream), Ltd., in
an articulated Bedford.

The Cummins-powered Seddon SD.4 tractor is coupled to a semi-trailer taken from the Adams fleet. The attractive but restrained styling of the tractor cab should compare favourably with the more extreme American types encountered.



British "Artic" to Haul Bluebird

BLUEBIRD, the gas-turbine-engined car now being prepared for Donald Campbell's attempt on the world land-speed record, is to be delivered to Utah, U.S.A., on a British articulated vehicle. This has been made possible by collaboration between Halls (Finchley), Ltd., who originated the idea, and Graham Adams, Ltd., who placed the order with Halls for the new tractor and will put it into normal service after it has completed its specialized and arduous task.

Only two months ago the possibility of conveying the car by sea and road, instead of by air, was first mooted. Three weeks later a forward-control SD.4 tractor was ordered from Seddon Diesel Vehicles, Ltd., who built and delivered the vehicle, which carries much additional equipment, in five weeks. Some of the extra items had to be flown from America.

A fourth and important member of the group which has made the project possible is the Cummins Engine Co., Ltd., whose British-built NH 180 B engine is fitted to the tractor. The Cummins parent company are to assume responsibility for the haulage operation once the outfit and its load are disembarked at New York.

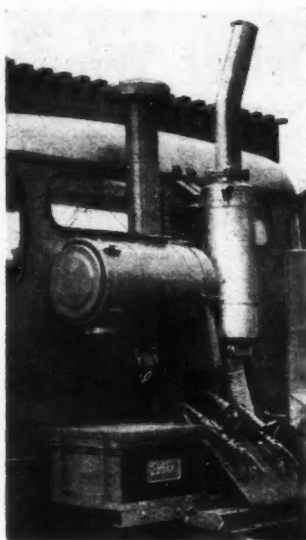
Continental Crossing

From this point it is some 2,500 miles to the salt flats at Wendover, crossing almost the entire continent through extremes of climate and terrain. The most difficult section is expected to be the crossing of the Rocky Mountain range, during which the outfit will climb to 11,000 ft. above sea level in 800 miles under extremely dusty conditions.

To safeguard the engine against dust, a large Donacore dry air-cleaner has been fitted behind the cab, with its intake above roof level. To limit dust disturbance and conform with American practice, the exhaust pipe is swept up behind the cab and discharges above it.

These are the only important departures from the normal specification of the SD.4 tractor, which is offered in two forms by Seddon for 24-ton and 32-ton gross train weights. The model chosen for this application is the 24-ton-gross version, which has a wheelbase of 9 ft.

The 11-litre direct-injection engine develops 173 b.h.p. at 2,100 r.p.m. and



To protect the 173 b.h.p. engine against dust, an American Donacore dry air-cleaner is fitted beside the upswept exhaust stack behind the cab.

495 lb.-ft. torque at 1,300 r.p.m. Drive to the Kirkstall double-reduction rear axle, which has a ratio of 6.82 to 1, is taken through a 16-in.-diameter clutch and a David Brown constant-mesh five-speed gearbox. This unit has a direct-drive top gear, permitting a maximum speed of about 55 m.p.h. It is envisaged that the outfit will be cruised at about 50 m.p.h. in the U.S.A. to conform with normal long-distance haulage speeds.

As the load on the tractor will not approach the maximum permissible (Bluebird, in its packing case, complete with spare parts and other equipment, will weigh about 10 tons), lighter springs than usual are fitted at both front and rear to give a soft ride, and telescopic dampers assist the front suspension. The dual-circuit air-pressure braking system employed is powered by a Westinghouse compressor, charging twin reservoirs, and incorporates two-line trailer-brake couplings and a hand-control valve for the semi-trailer system.

Because no semi-trailer manufacturer who was approached could meet the requirement in the time available, the tractor will be coupled to a platform semi-trailer taken from the Adams fleet and brought back in their workshops to "as new" condition. The Carrimore single-axle semi-trailer has a 35-ft. platform, which will easily accommodate Bluebird under its 2-ton cover.

As the projectile's many thousand horse-power are hardly suited for inching, the car will be hauled on to the semi-trailer by a Thompson 3-ton winch up a ramp, which has to be 40 ft. long because of the limited ground clearance of the car.

As the semi-trailer has vacuum brakes, it has been necessary to make special provision for them on the tractor. A Bendix vacuum pump is driven by belt from the dynamo to power the system, which incorporates a hand control valve to permit independent operation of the semi-trailer brakes.

Low-speed Trials

Before embarking for the U.S.A. the outfit will be used in this country to convey the car from Motor Panels (Coventry), Ltd., where it is now nearing completion, to Goodwood for low-speed trials, then back to Coventry and eventually to Southampton.

Other British vehicles which will go to America with Bluebird include two Land-Rovers, which are to perform special duties during the record-breaking attempts. They are being equipped by Price's (Earl Shilton), Ltd., Leicester.

Bluebird has disc brakes, which will reach a high temperature and must be cooled quickly at the end of each run to prevent distortion. A Land-Rover will be placed at each end of the course to supply power for four cooling fans for the whole of the 55-minute turn-round periods.

One vehicle will have a fast battery charger, and other equipment will include a multi-stage air compressor to charge the bottles in the car's braking system and the driver's breathing equipment.

Price's are also supplying a portable alternator to provide power to operate the portable timing apparatus positioned in the middle of the course.

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New Equipment and Publications

Load Pennants

TO identify overhanging loads Piggott Bros. and Co., Ltd., 220-226 Bishopsgate, London, E.C.2, offer pennants which are coloured orange with a fluorescent dye. They are known as Glo-Flags and measure 1 ft. 3 in. by 10½ in. The pennant is attached to the load by a loop at its apex whilst webbing reinforcement at the base of the flag ensures that it will not go limp when wet. It is made from nylon material, and costs 3s. 3d. or, overprinted "on tow," 3s. 6d. It is stated that the pennants are clearly visible at a distance of ¼ mile in daylight and at up to 100 yd. in twilight conditions.

CO₂ Extinguisher

A SMALL, light carbon dioxide fire extinguisher, suitable for garages, has been introduced by Nu-Swift, Ltd., Elland, Yorkshire. It is known as the model 1505, weighs 19½ lb. and is particularly suited for putting out fires involving liquids. In inexperienced hands it will extinguish a liquid fire extending over 6 sq. ft. After use the extinguisher can be reloaded in one minute.

Loading Vehicles

CONVEYORS for vehicle loading. Stackers and pallet trucks are listed in profusion in three new illustrated leaflets available from J. Collis and Sons, Ltd., Regent Square, Gray's Inn Road, London, W.C.1. The LoadaVeyor self-contained mobile conveyor unit, in particular, would be valuable for loading-bay work as it can be angled to suit almost any variation in height.

Rock-Salt Standard

LOCAL highway authorities will find a new British Standard (B.S.3247:1960) helpful. It specifies the essential qualities of rock salt for spreading on roads to prevent icing and includes details of tests to determine these properties. Copies of the Standard are available from the British Standards Institution, Sales Branch, 2 Park Street, London, W.1, at 3s.

Aerosols Galore

DETAILS and prices of 10 industrial Aerosol packs produced by DCMC Industrial Aerosols, 2a Parkhurst Road, London, N.17, are given in a booklet issued by this concern. Materials offered, all in 16 oz. cans, include colour coding paint, penetrating oil, a release agent for moulds, degreasing fluid and lubricating oil.

German Designs

THOSE fleet operators who are likely to require new garaging facilities in the future, and would like to confound their architect, should obtain "Garages and Service Stations," published by Leonard Hill (Books), Ltd., 9 Eaton Street, London, N.W.1, at £3 3s.

This massive publication (it weighs 2 lb. 12 oz.) is adapted from a German work and covers in great detail the design

This Nu-Swift extinguisher is of the carbon-dioxide type for putting out liquid fires. It is known as the model 1505 and weighs 19½ lb.

of garages and filling stations and the equipment used in them.

Understandably, it deals in the main with accommodation and facilities for private cars, but commercial vehicles are by no means excluded; one 27-page section is devoted to garages for public service vehicles.

Ventilating Workshops

A NEW ventilator, known as the A/O/S.R., made by Colt Ventilation, Ltd., Surbiton, Surrey, is claimed to reduce the cost of factory or garage ventilation because of its increased capacity compared with earlier types.

The installation can be designed for average conditions, giving an ample reserve of extraction capacity for summer temperatures. Controlled by cord, the ventilator has double flaps which can be held in the open, closed or halfway positions.

Cheaper Rod

THE price of Polypenco Nylatron GS rod has been reduced by 10 per cent. to the same level as Nylon 66, by Polypenco, Ltd., 68-70 Tewin Road, Welwyn Garden City, Herts.

Nylatron GS is Nylon 66 filled with molybdenum disulphide, and offers a number of advantages such as better abrasion resistance. It is used for bushes, bearings, cams and similar components.

Safe Door

A PATENT safety device is incorporated in the latest type of garage-door gear produced by Coburn Engineers, Ltd., Peasmarsh, Guildford, Surrey. The gear is for a door of the "up-and-over" type and suitable for an aperture 7 ft. 6 in. wide by 6 ft. 6 in. high.

No overhead tracks are required, and the gear is claimed to be particularly quiet when the door is being raised and lowered. High-tensile cables carrying the counterweights are connected to the safety device, which automatically prevents the door from falling should the cables break or the counterweights become disconnected.



The approximate cost is £6 10s. for a set including two guide tracks, pivot arms and pulleys, the safety units and necessary lengths of cable. A chromium-plated locking handle can also be provided.

Shifting Nuts

A WHEELBRACE tested up to 2,000 ft. lb. has been introduced by Stenor, Ltd., Kew Foot Road, Richmond, Surrey. Its bi-hexagonal socket, giving 12 positions on the nut, allows the brace to be used at any convenient angle.

A special steel ring reinforces the socket, prevents distortion and offsets any tendency for the socket to spread or split. Socket and ring are designed to prevent slipping, even when the nut is worn.

The brace can be supplied with a long arm, or with a shorter arm and extension bar, and is available for nut sizes from ½ in. to 1½ in. a.f. (Ford).

Dressing Walls

A LIQUID plastics dressing for garage floors and walls is produced by Stewart Wales, Somerville, Ltd., Calderbank House, 99 Brownside Road, Cambuslang, Glasgow. The material, known as Co-seal, is said to be easily applied and is quick drying.

It is unaffected by acids or alkalis, proof against moisture and resistant to grease and oil. Thus, it is particularly suitable for use in lubrication bays and for similar applications. The dressing is offered in eight gloss and pastel colours.

Hydraulic Theory

STUDENTS and engineers concerned with the design, installation and maintenance of hydraulic equipment will welcome the publication of "Hydraulic Oils," a 74-page illustrated handbook, by Wakefield-Dick Industrial Oils, Ltd., Castrol House, Marylebone Road, London, N.W.1.

The main chapters deal with the fundamental principles of hydraulics, various systems, pumps and components, and the characteristics of fluids.

Regenerating Springs

THE Menpent laminated-spring regenerating machine, manufactured by Ateliers de Menpent, Marseilles, is now available in this country from their agent, Mr. C. A. Abrahams, 71 Thames Village, Hartington Road, London, W.4.

The machine dismantles leaves, re-bends and re-centres them to original camber, increases strength by automatic hammering, and measures load potential under pressure. The price is approximately £1,250 f.o.b. Marseilles.

Width Classification

THE second of Dunlop's new series of maps in which roads are classified by width, instead of by the usual method, has now been produced at 5s. It covers south-west England and South Wales. New and projected by-passes and motorways which are likely to be completed within the next few years are shown. It is excellently printed.



(Left) An E.R.F. lorry of McVeigh Transport, Ltd., being loaded with butter at Grimsby docks. Here the company have 29 tractors and 46 semi-trailers working Danish, Norwegian and Dutch vessels discharging at the Commercial Quay. A continuous stream of vehicles is required.

(Right) The cab of a Guy being rebuilt in the Grimsby workshops of the company, who acquired a number of vehicles of this make as a result of taking over the Cusick organization. This transfer was completed within a week.

BATTLING AGAINST ABOC

WHEN there is a trade boom in a particular area, and heavy demands are made on hauliers, it is not easy for them to decide whether the additional traffic will be permanent. Therefore they have to consider whether the need is to be met by applications for additional vehicles, an increase in sub-contracting, or by other means.

These conditions currently exist in north Lincolnshire, where industrialization on the south bank of the Humber, increasing imports into Grimsby and the expansion of the frozen-food trade have posed this very problem for McVeigh Transport, Ltd.

The company have dealt with it by exploiting the use of articulated vehicles and sub-contracting on a large scale. The provision of spare semi-trailers enables ships to be cleared quickly. Even so, it is becoming more difficult to meet requirements as transport capacity is absorbed.

In order to provide the service demanded by customers, Mr. D. H. McVeigh, managing director, and Mr. J. McVeigh, general manager, have spread their contacts with other operators over a 70-mile radius from Grimsby. The result has been that although the Grimsby depot at Convamore Road operates 46 A-licensed and two B-licensed vehicles, the turnover figure for sub-contracting considerably exceeds that for their own vehicles.

This position is disliked. Excessive hiring has led to many complaints from customers. The company's regular sub-contractors, of whom 14 are almost wholly employed and carry McVeigh headboards, give satisfaction, but too much casual hiring results in an increase in claims and loss of customers.

Lincolnshire Operators Posed Problems by Local Industrialization and Growing Volume of Port Traffic: Provision of Semi-trailers Enables Ships to be Cleared Quickly

B24

In addition to the Grimsby headquarters, McVeigh Transport have depots at Louth (five vehicles), Hull (12), London (six), and Manchester. Subsidiary companies include W. P. Newham, Ltd., Scarborough (16 vehicles); Messrs. Lightfoot Bros., Liverpool (10); Baguleys (1926) Removals, Ltd., and J. R. Goodwin and Co., Ltd., Grimsby (19); and Cusick Transport, Ltd., Manchester, Liverpool and Glasgow (49). The company also have a 50-per-cent. interest in Cusick Transport (Southern), Ltd., Parkstone, Bournemouth (24 vehicles).

Trunk services operate from Grimsby to Manchester, Birmingham and London; Hull to Lancashire; and Manchester to London, Glasgow, Bournemouth and South Wales.

At Grimsby, where outwards dock traffic averages about 1,750 tons a week, there are 29 tractors and 46 semi-trailers working Danish,



(Right) This Leyland lorry has been being sheeted at Hull docks. The increase in customer demands has meant an increase in the volume of sub-contracted traffic.

By
G. Duncan
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(Above) A Leyland articulated outfit with a load of sheet steel waiting to unload at Grimsby docks. McVeigh Transport maintain an office at the docks to expedite traffic, and an unlicensed tractor is employed upon internal duties.

Norwegian and Dutch vessels discharged at the Commercial Quay. A continuous stream of vehicles is required to deal with this traffic, which includes bacon, butter and cheese. McVeigh Transport maintain an office and two men at the dock to expedite loading, and one unlicensed tractor is kept for internal dock work.

Other traffic from Grimsby includes textiles from Courtaulds, Ltd., Greatcoats, to Lancashire mills. Jams and preserves, fertilizers, titanium oxide, newsprint and chemicals are also carried. Large quantities of barley are transported during the season to maltsters in Grimsby from farms as far away as Essex, Berkshire, the north-west and Scotland.

McVeigh Transport also provide a regular service for the Ross Group and Associated Fisheries carrying deep-frozen fish from Grimsby to the United States Forces in Germany. Before the service was instituted, Mr. J. McVeigh visited the Continent to compare the merits of the Felixstowe-Rotterdam and Tilbury-Antwerp ferry services. It was decided to use the latter route with semi-trailers and diesel-driven refrigerated containers.

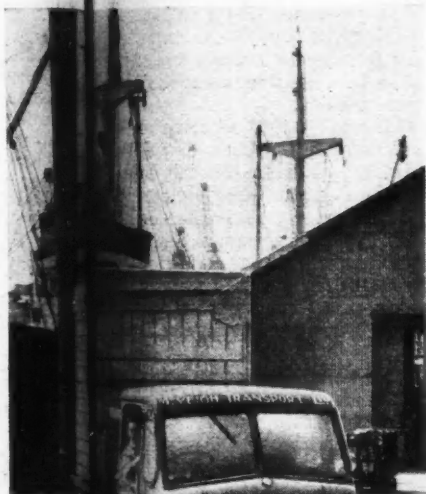
Approximately once a fortnight the fish is taken to Tilbury and a semi-trailer run aboard the ferry, the tractor portion continuing to London to pick up a loaded semi-trailer for Grimsby. Electrical connections on the container enable it to be plugged into the ferry installation to keep the required temperature.

At Antwerp, a tractor

A load of titanium oxide being transferred from a Leyland at Grimsby docks in to a ship. McVeigh Transport are largely standardized upon chassis of this make.

B25

(Left) A Leyland rigid vehicle waiting to unload knocked-down vehicles in to a ship in Hull docks. At the company's depot in Hull, 12 vehicles are based, and trunk services are run to Lancashire.



(Left) This Leyland been being sheeted at Hull docks. Rise in customers' hands has meant a increase in the of sub-contracted traffic.



By
G. Duncan
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from the Belgian haulage company of Messrs. Van Gaever takes over for the remainder of the journey. Empty containers are collected at Tilbury by a tractor that has brought a loaded semi-trailer down.

To enable him to supervise the group's activities personally, and to maintain direct contact with distant customers, Mr. J. McVeigh has obtained a pilot's licence. The company are shortly to purchase their own aeroplane.

The Scarborough depot of W. P. Newham, Ltd., is controlled from Hull, but remains responsible for local furniture-removal and tipping work. The long-distance vehicles operate with the Hull fleet. In addition to the 12 vehicles at Hull, there are two articulated tanker outfits operating under contract-A licence.

The Baguley and Goodwin fleets at Ladysmith Road, Grimsby, which were acquired early this year, operate separately. In addition to having vehicles for furniture removals and general haulage, the fleets use eight insulated containers.

When Messrs. Lightfoot Bros. were acquired in 1958, there was no depot at Liverpool for their 10 vehicles, the business being conducted from an office in Union Street. McVeigh Transport purchased an ex-British Road Services depot at Garston, and since Cusick Transport, Ltd., were taken over it has been used for all Liverpool vehicles, with Fazackley Street as headquarters.

Special Assignment

The London premises are in Mile End Road and are used jointly by McVeigh Transport and Two Counties Transport, Ltd. The six eight-wheelers based there were a special assignment from Mr. A. Cusick in 1954.

Vehicles were not based in Manchester until the Cusick take-over in February this year, although the large volume of traffic to Lancashire made it essential to have a representation. An office in Brazil Street, occupied by customers, Peter Sutcliffe and Sons (Grimsby), Ltd., was used until a small depot was found at Newton Heath.

When the opportunity to purchase the shares of Cusick Transport, Ltd., and their associated company arose, it was a matter of urgency and the transaction was completed within a week. One of McVeigh Transport's first steps was to close down the parcels and smalls service of Cusick Transport, Ltd., making arrangements with Manchester smalls carriers to deal with work passed on by Cusick Transport (Southern), Ltd.

The Cusick depot at Agecroft, Salford, has a large area of covered accommodation, but is not entirely suitable for development as the main Manchester base. Future plans remain fluid until integration is complete.

The Cusick depot at Glasgow has 26,000 sq. ft. of covered accommodation, and is used for storage by fruit merchants. Although retaining their separate identities, the new companies will operate as part of an overall fleet within the McVeigh Transport organization. Mr. Alan Cusick, who was retained in an advisory capacity, has now left the company.

Mr. D. H. McVeigh is also transport director of the Ross Group and responsible for the operation of 350 vehicles of their subsidiary company, Two Counties Transport, Ltd.

Extensive Warehousing

McVeigh Transport have found that many customers require storage and distribution services. Warehousing is done on an extensive scale at Waltham Aerodrome where, in 1957, a hangar of 10,000 sq. ft. was purchased. Some 2,000-3,000 tons of barley is stored for local maltsters at certain times of the year. Seeds, fertilizers and titanium oxide are other large traffics. Fork-lift trucks and sack conveyors are in use.

In addition to the urgent need for more licensed vehicles, accommodation has become a problem. Plans include provision for a new £80,000 depot on the Grimsby Industrial Estate, with a wide frontage in Victoria Street. It will include an office block, a large covered transit shed, workshops and parking accommodation.

The company started in 1931 and by 1938 all seven of the McVeigh brothers were working in it. At the time of nationalization it was decided to sell out voluntarily to B.R.S., and 35 vehicles were transferred. The brothers took up positions with B.R.S., and when denationalization came bought a 44-vehicle unit and the Convamore depot.

The fleet included a variety of makes. It was decided to adopt Leyland chassis when Mr. D. H. McVeigh took up a position with the Ross Group, for this organization was standardized upon Leyland and it was considered wise to follow suit.

A.E.C. and Guy vehicles were taken over from Cusick, and a miscellany of vehicles is found among the subsidiary companies. A strict maintenance system, with servicing and overhauls at set periods, is enforced.

Gipsy's Trial Across Treacherous Country

GIVEN the instruction: "Break it if you can," a team of Austin experimental engineers took a Gipsy 4 x 4 5-cwt. vehicle over 1,000 miles of fast main road, and a similar distance of rough country in Scotland, as part of the manufacturers' development and testing programme for this model. On their return to the Long-bridge factory, however, the vehicle was found to be none the worse.

Carrying a full payload, the Gipsy was first driven to Ullapool, from where it was taken across country to John O'Groats. The route was through territory interspersed with deep peat bogs, streams and lakes, with hills rising to more than 2,000 ft.

The first section of this run followed 20 miles of badly damaged bridge path, with treacherous gullies, swift-flowing streams, and strewn with large boulders. This stretch took 10 hours.

n26

Local inhabitants warned the crew that the journey would be impossible, but it was achieved with the aid of the Turner front-mounted winch, 150 ft. of cable and a trawler's anchor borrowed from a nearby village. (It was found that the normal winching stake would not hold in soft ground.)

The engineers had been forewarned that it would be necessary to take two vehicles on this part of the journey, together with a tracked recovery vehicle. Peat bogs, often 15-20 ft. deep, are extremely dangerous because, should the top surface of turf be torn by the wheels of a vehicle, there is little that can be done to prevent it sinking completely. Such, in fact, was the fate of a tractor which had attempted a part of the route a fortnight before the Gipsy's trial.

On the second section of the cross-country route between Lairg and Kin-

brace, it was often necessary to build small bridges to span gullies. The route across the bogs here was so narrow that the slightest error in steering the Gipsy would have resulted in the vehicle slipping sideways into peat.

Nowhere was the surface level, and under such conditions the four-wheel independent suspension of the vehicle showed to advantage. Sheep tracks often narrowed to less than the width of the vehicle, and this was sometimes the case on the side of hills with a drop of over 100 ft. to one side.

Progress was possible only by running with two wheels on the track and two on the side of the hill, with the vehicle leaning over at 40 degrees.

Fuel consumption throughout the whole period varied from 19 m.p.g. on high-speed main-road sections to 7 m.p.g. across rough country.

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Daily Mirror Photograph

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Political Commentary

By JANUS

MOTLEY

SACKCLOTH and ashes are not suitable for workaday dress, but this does not mean that motley is the only wear. The British Transport Commission are right in continually beating their breasts; there are plenty of other people to do the job for them. On the other hand, one expects them to take their troubles seriously. If the 1959 annual report is not the place for an apology to the taxpayer for spending so much of his money with no apparent hope that he will ever get it back, at least the financial circumstances of the Commission ought to be set out clearly and not swept under the carpet with the other awkward and unfavourable items.

What the Commission want the public to think is naturally set out most clearly and simply in *British Transport in 1959*, the popular and abridged version of the report. It contains only one reference, and that in an appendix, to the real state of the Commission's finances. Otherwise the tone throughout is one of optimism, almost of euphoria.

The popular version, like the report itself, begins with a reference to the two major inquiries at present being made into the activities of nationalized transport. A Parliamentary select committee has been examining the work of the railways, and a special advisory group has been trying to discover the best way of securing a better use of the Commission's assets. "In point of fact," the Commission claim, "progress towards these objectives, and towards a better financial position for the undertaking, was considerable during 1959."

As proof of this, they point to the working deficit for the year of £13m., less than half the £28m. recorded in 1958. British Railways reduced their own working deficit by £6m. to £42m., and almost all the other activities of the Commission showed an improvement. British Road Services, "though competition mounted steadily"—whatever that may mean—carried 6 per cent. more traffic and increased their net receipts by £1m. London Transport and Tilling and Scottish buses all did better in 1959 in spite of the delay and financial loss entailed by congestion.

Negligible Effect

All these achievements are worth while, and it is right for the Commission to record them and to take some pride in them. But their effect on the financial fortunes of the Commission is little more than negligible. The railways account for about two-thirds of the entire revenue and expenditure of the Commission, and it is upon the results of the railways that the Commission must stand or fall. However well B.R.S. conduct their affairs—and even if they were restored to the position before denationalization—they could hardly help the railways materially while their entire revenue is substantially less than the true revenue deficit of the railways.

The so-called special account, now paid for directly out of taxation, has been swollen as a result of the year's activities by £84m., made up in equal parts of the net working deficit of the railways and their share of the Commission's central charges. In addition, the money is being supplied by the Treasury, nominally as a loan, for the cost of the railway modernization scheme, which in 1959 accounted for nearly all the Commission's expenditure of £168m. on fixed assets.

Typical of the report is the comment that, although this figure is higher than in 1958, the share of the railways in total road and rail investment in the country was no greater,

"investment in road transport having increased in step." To the road user this seems hardly better than flippant. Over 90 per cent. of the road investment, as the Commission themselves point out in a diagram, was in vehicles and buildings and was paid for by the road users, and the special taxation they have to pay defrayed many times over the cost of the roads.

The railways are in a fortunate position. It is extremely unlikely, even after the dual investigation now being made into their activities, that they would be required to go into liquidation. At the same time they are permitted and even encouraged to behave like any other industrial concern, that is to say, to increase their business and decrease their expenditure.

After recording a rise of 2.3 per cent. in general goods tonnages—but ignoring a drop of 4.3 per cent. in revenue from this source—the report adds: "Complaints on an increasing scale from road transport operators about competition in rates from the railways were a sign that the railway drive to obtain those traffics which are most suitable for rail haulage was no longer being hindered by the traditional railway rates structure."

Intensified Competition

It is then pointed out, with the help of a diagram, that the number of railway goods wagons went down and the number of lorries went up, especially C-licensed vehicles weighing more than 2½ tons. "Competition with their own customers to which the railways and other public hauliers are thus driven was therefore intensified."

This may be interpreted as an appeal to hauliers to stand firm with the railways against the wicked trader and manufacturer. It is not an appeal to which hauliers will respond with any warmth, for they at least are in a good position to see the flaw in the argument. If the railways are no longer hindered by a rigid rates structure, they are also unhindered by an absolute and burning need to show a profit on the rates they charge. This is a very cogent need for the haulier, who also has to fit himself into the strictly regulated licensing system.

It is open to doubt whether the haulier competes with the C-licence holder in the same sense as he competes with other hauliers and with the railways, but the extent of his competition in either sense is limited by his licence, the main reason for which is the desire of the Government to protect the same railways who are classing themselves as his companions in adversity. He may be excused, therefore, for his occasional outbursts of anger at the attitude taken up by the Commission in their periodic reports.

The haulier who accuses the railways of cutting rates can find evidence in the report. He rightly refuses to accept fair competition as a completely satisfactory excuse while the affairs of the Commission are in such a tangle. If he thinks the railways are irresponsible, the report gives him grounds for his opinion. The fact that two major inquiries have had to be carried out is the strongest possible indication that there is something amiss.

The report makes the inquiries the reason or excuse for not setting out the "factors which tend to delay or even jeopardize the attainment of viability by the undertaking as a whole." For the haulier this is not good enough. He believes he knows what the factors are. They are in the main the same as have restricted his expansion for a quarter of a century, and it is adding insult to injury that he should continue to endure them while the railways play at being an entirely commercial undertaking.



A Lively Per for Town Del

*Austin Seven 5-cwt. Has
Generous Load Space
Because of Transverse
Engine Layout, and Hand-
ling Qualities That Suit It
for Urban Work*

(Left) There is little roll when the Austin Seven is cornered unladen, and the steering is pleasantly direct and sensitive without any severe kick-back.

ECONOMY demands that the design of small commercial vehicles be derived from that of light cars. Sometimes less-than-satisfactory compromises result, but this is not wholly the case with the new Austin Seven van, an example of which I tested over some 600 miles. A technical description of this model was published in *The Commercial Motor* dated June 17.

The basic car design, with its transverse engine driving the front wheels, was primarily adopted to permit generous interior space within modest overall dimensions. This consideration is, perhaps, even more important for the van and contributes greatly to the appeal of the vehicle, particularly for delivery work in congested areas.

The brisk acceleration and exceptional handling qualities enhance the van's ability to go through town traffic fast and put up high average speeds on open roads. The economy of the engine is attractive, over 50 m.p.g. being attained with a full load non-stop.

The Austin Seven provided for test weighed 11½ cwt. unladen and with the 6-gallon fuel tank three-quarters full. Five cwt. of 56-lb. iron weights made up the test load. These, with myself, test gear and a considerable amount of padding to locate the unstable load, made the gross weight 1 ton 1 qr. This was above the recommended maximum gross figure of 19 cwt. 2½ qr.

Of the total weight, 9½ cwt. was carried by the front wheels and 11 cwt. by the rear. There was less discrepancy between the front and rear loadings than is usually the case with normal-control vans, because of the forward positioning of the load space permitted by the short engine compartment.

B30

Steep gradients are well within the van's capabilities, although when the vehicle is laden the large gap between second and third gears becomes apparent.

Addition of the load, which was distributed over the length of the van floor, caused 3-in. static deflection on the rear suspension. This reduced the floor height from 1 ft. 5 in. to 1 ft. 2 in. and gave the van a decidedly "tail-down" appearance, even when the driver and passenger were aboard to deflect the rather stiffer front suspension.

Headlamp Aim Disturbed

Apart from looking slightly odd, the dropped rear of the laden van reduces forward vision by raising the bonnet line relative to the driver, and makes it impossible to set the headlamps to provide correctly aimed lighting in both laden and unladen conditions.

The headlamps of the test vehicle were aimed about 4 ft. high when it was fully laden. To prevent the "tail-down" effect it would, perhaps, be necessary to set the rear suspension above level when unladen, although



the present setting is possibly thought to be a better arrangement.

Premium-grade petrol was used for eight six-mile fuel-consumption runs on our normal undulating A6 circuit, and for the remainder of the test. A short trial with commercial-grade fuel in the relatively high-compression engine produced excessive pinking. If required, B.M.C. will fit a different distributor to the engine which is said to permit the use of lower-grade fuels.

Running non-stop at about 35 m.p.h. when laden, the van gave 50.5 m.p.g. at an average speed of 31.6 m.p.h. for the out-and-return course. One stop per mile, with the engine idling for 15 seconds at each halt, reduced this by only 2.5 m.p.g., and four stops per mile, using the same procedure, gave 35.6 m.p.g.—a commendable figure.

The little van, with its sports-car handling, invites hard driving, and this

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By
Anthony
Ellis

(Right) This picture gives an impression of the diminutiveness of the van, unconfirmed, however, by its performance and utility. Low weight provides acceleration in keeping with that of higher-powered vehicles in the same payload category.



Access to the driving seat is easy, despite the low roof, but can be made awkward by a high kerb. There is a shelf under the scuttle and spaces for small articles in the doors.

it will undoubtedly receive on occasions. A further non-stop run at up to 60 m.p.h. returned an average speed of 45 m.p.h. and had a consumption rate of 38.4 m.p.g. Thus, the demand for fuel rose sharply with speed but not as severely as I had expected.

Because of the favourable ratio of laden to unladen weight, reductions in load decreased consumption markedly. The half-load non-stop figure quoted in the accompanying analysis panel was particularly good because of a reduction in average speed caused by being unable to pass a heavy lorry. This was due to inadequacy of the road and not of the van!

The pressure-limiting device for the rear brakes may be a commendable provision on the car, the rear wheels of which are rarely likely to be heavily loaded, but it appeared appreciably to reduce the braking effect obtainable from the well-laden rear tyres of the van. On all full-pressure stops made on a dry road, both the front wheels locked about 2 ft. after the brakes



The Austin was reversed into a space at the kerb measuring 15 ft. between two parked cars. The compact dimensions of the van are particularly valuable when parking, and on this score alone the model will make a strong appeal. Stronger bumpers, however, would be advantageous.

were applied, but the rear wheels did not mark the road at any time.

It seemed to me that the rear wheels of the van were far from locking. This was confirmed by their inability to lock when similar stops were made later on wet roads. The braking distances recorded were adequate but not brilliant for such a light vehicle. All stops were made without steering correction to achieve straight-line braking, and there was no pronounced rear-to-front weight transference.

Braking was smooth and progressive, but required higher pressures and more pedal movement for normal

stops than is usual. The pull-up hand brake to the left of the driver's seat proved effective, locking both rear wheels as soon as it was applied, and gave an average reading on the Tapley meter of 36.5 per cent.

An indication of the vehicle's stability was given when I left the surveyor's tape, used to measure stopping distances, on the smooth curved roof of the van after one stop, drove for a quarter of a mile, turned round in a farm gate, and then carried out a crash stop from 30 m.p.h. The tape stayed in the same position throughout.

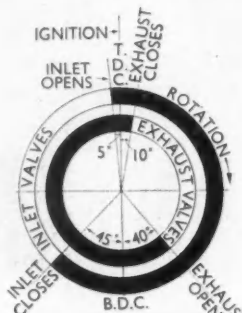
ROAD TEST No. 692/M151—AUSTIN SEVEN VAN

MODEL: Austin Seven van.

WEIGHTS:	Tons	cwt.	qr.
Unladen	11	3	
Payload	5	0	
Driver, observer, etc. ..	3	2	
	1	0	1

DISTRIBUTION:		
Front axle	9	1
Rear axle	11	0

ENGINE: B.M.C. four-cylinder overhead-valve petrol engine; bore 62.9 mm. (2.478 in.); stroke 68.26 mm. (2.687 in.); piston-swept volume 0.848 litre (51.74 cu. in.); maximum net output 34 b.h.p. at 5,500 r.p.m.; R.A.C. rating 9.8 h.p.; maximum net torque 44 lb./ft. at 2,900 r.p.m.



FIRING ORDER 1-3-4-2
COMPRESSION RATIO 8:3:1
VALVE CLEARANCES 0.012"

TRANSMISSION: Through 7½-in.-diameter single-dry-plate clutch and helical gearing to the four-speed synchromesh gearbox and bevel differential, thence by helical spur gears and open universally jointed half-shafts to the front wheels.

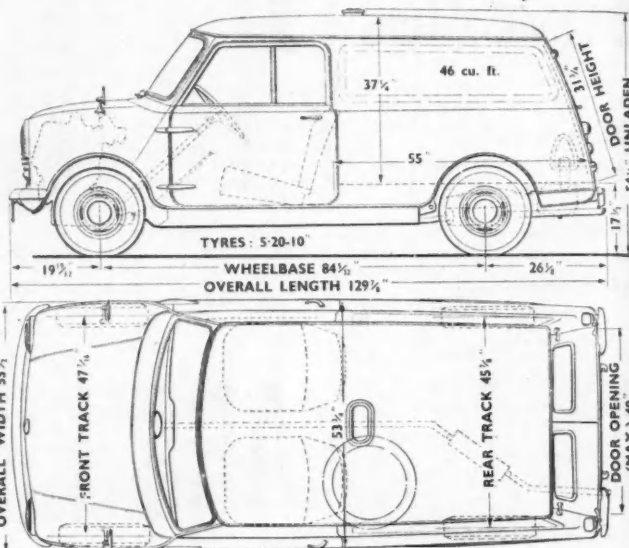
GEAR RATIOS: 3.628, 2.172, 1.412, and 1 to 1 forward; reverse 3.628 to 1; rear-axle ratio 3.765 to 1.

BRAKES: Lockheed hydraulic system with leading-and-trailing-shoe units at all wheels. Hand brake linked mechanically to rear wheels only. Diameter of drums 7 in.; width of linings, front and rear 1.25 in.; total frictional area 67.5 sq. in.; that is, 66.6 sq. in. per ton gross weight as tested.

FRAME: Unitary construction all-steel body with sub-frames at front and rear to carry engine and running components.

STEERING: Cam Gears adjustable rack-and-pinion gear giving 2½ turns of the 15½ in.-diameter steering wheel from lock to lock.

SUSPENSION: Front, independent by unequal transverse links, Moulton rubber springs and telescopic dampers. Rear, independent by trailing arms, Moulton rubber springs and telescopic dampers.



ELECTRICAL: 12v. compensated-voltage-control system with 30 amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 6 gal., range approximately 300 miles non-stop with full load at average speeds of the order of 30 m.p.h.

ACCELERATION: Through gears, 0-20 m.p.h., 5.5 sec.; 0-30 m.p.h., 9.5 sec.; 0-40 m.p.h., 15.5 sec.; 0-50 m.p.h., 24 sec.; direct drive, 0-20 m.p.h., 9.5 sec.; 0-30 m.p.h., 18 sec.; 0-40 m.p.h., 27.5 sec.; 0-50 m.p.h., 40.5 sec.

BRAKING: From 20 m.p.h., 21 ft. (20.6 ft. per sec. per sec.); from 30 m.p.h., 46 ft. (21 ft. per sec. per sec.).

FORWARD VISION: To within 12 ft. 6 in. of the front bumper at ground level on the centre line.

WEIGHT RATIO: 1.679 b.h.p. per cwt. gross weight as tested.

TURNING CIRCLES: 31 ft. right lock, 32 ft. 4 in. left lock. Swept circles, 31 ft. 8 in. and 33 ft. respectively.

MAKERS: The Austin Motor Co., Ltd., Longbridge, Birmingham.

FUEL CONSUMPTION ANALYSIS

Payload (cwt.)	Gross Weight (tons)	Test	Average m.p.g.	Average m.p.h.	Gross ton-m.p.g.	Time-load-mileage
5	1.013	Non-stop, high speed	38.4	45.0	38.8	1,746
5	1.013	Non-stop, low speed	50.5	31.6	51.2	1,571
5	1.013	One stop per mile	48.0	30.5	48.6	1,482
2.5	0.888	Four stops per mile	35.6	22.8	36.1	823
2.5	0.888	Non-stop	57.1	30.3	50.7	1,536
2.5	0.888	One stop per mile	51.1	31.6	45.4	1,435
2.5	0.888	Four stops per mile	38.4	22.8	34.1	777
Nil	0.763	Non-stop	58.8	31.9	44.9	1,440

Low overall weight, coupled with the small but willing engine, provide acceleration in keeping with higher-powered vehicles in the same payload class. With a full load, first gear was required to move away from rest easily, although starts were possible in second.

When the vehicle is laden, the rather large gap between second and third gears becomes most apparent. In the higher ratio, the vehicle will reach 60 m.p.h., but this is achieved at the expense of low-speed pulling. As a result of this, second gear has to be engaged to get away briskly from speeds below 30 m.p.h.

B32

The long, floor-mounted gear lever is connected through a short linkage to the transmission unit. Its action is slightly woolly but soon learned. Fast gear-changes beat the synchromesh engagement provided on second, third and top gears.

The ¼-mile gradient of Bison Hill was climbed to check cooling efficiency. In an ambient temperature of 78° F., the van made the ascent in 1 minute 45 seconds, using the indirect gears only. The lowest gear used was second, and this was engaged for 50 seconds, whilst the speed did not drop below 28 m.p.h.

It was not possible to take the

coolant temperature at the top and bottom of the hill, but the normal hot-weather running temperature was later found to be 174° F. Inspection of the header tank after the climb showed that the pressurized system was far from its boiling point.

The vehicle was coasted down the hill in neutral to check for fade resistance, and restrained to 20 m.p.h. by the foot brake. Towards the bottom of the hill, top gear was engaged for 46 seconds and full throttle applied against the brake. The foot brake was applied for a total time of 2 minutes 40 seconds and the full-

(Continued on page 805)

OPER

Full forward vision of engine and power axle, boot

STURD

Ample power for a fully-proven diesel engine and cab are most gruelling

ECONOMIC

TI combination and acceleration running and

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Powered by 53 b.h.p. petrol chrom phenom 4-cylinder

Full forward vision of engine and power axle, boot

Over 11' boot chassis

Power Comfortable passenger

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OPERATING EFFICIENCY

Full forward control, with new wide-vision cab over front springs and power unit forward of front axle, provides exceptional bodyspace and balanced load distribution.

STURDY AND POWERFUL

Ample power is provided by either a fully-proved 4-cylinder petrol or diesel engine, whilst chassis, body and cab are all built to endure the most gruelling working conditions.

ECONOMICAL PERFORMANCE

The Karrier 'Bantam's' combination of strength, lightness and accessibility reduces both running and maintenance costs to an extremely low level.

SALIENT FEATURES

Powered by either 4-cylinder o.h.v. 53 b.h.p. petrol engine embodying chrome cylinder bores for phenomenal life, or 54 b.h.p. 4-cylinder light diesel engine for great economy.

Full forward control, giving exceptional manoeuvrability. Bodywork cleared of obstructing wheel arches.

Over 11' bodyspace on 8' 2" w.b. chassis; over 14' on 10' 2" w.b. chassis.

Powerful hydraulic brakes.

Comfortable all-steel cab with panoramic windscreen.

Plain facts!

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KARRIER 'BANTAM'

2-3 TONNER

(Petrol or Diesel)

meets every transport need



A. ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!

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pressure stop, which followed, produced a Tapley reading of 53 per cent. and locked both front wheels on the sun-softened tar surface.

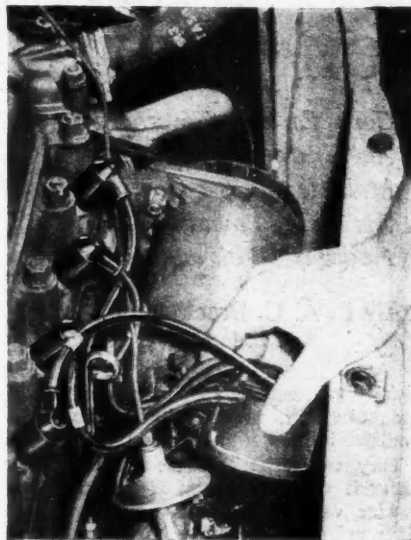
The Tapley reading was some 12 per cent. lower than that recorded earlier with cool brakes, but the reduction was almost certainly because of the slower deceleration permitted by the soft road. There was no smell, smoke, nor increase in pedal travel, whilst the brake drums remained relatively cool.

Fairly easy restarts were made in first and reverse gears on the 1-in-6½ section of the hill. Attempted restarts on a 1-in-4½ gradient later failed through lack of power. First gear, which provides speeds up to 25 m.p.h., is rather too high for outstanding gradient ability and prevents the vehicle from getting away on any incline steeper than about 1 in 5.

My outstanding impression of the Austin van was that it was fun to drive. Several factors contribute to this. Not the least is the comfortable driving position rarely bettered by much larger vehicles. The seat itself is well shaped and provided with an excellent range of adjustment. This permits a straight-arm driving attitude if required.

There is plenty of elbow room, and the controls are light.

The distributor head is immediately behind the front grille, and its removal is simple. Detachment of the oil filter and adjustment of the dynamo would be easier, however, if the grille could be taken off.



This applies particularly to the rack-and-pinion steering gear which, as one would expect, is pleasantly direct and extremely sensitive without permitting any severe kick-back at the wheel.

Cornering is at its roll-free best when the van is unladen. In this condition the vehicle can be driven around sharp corners and roundabouts at almost any speed without much roll or any complaint other than tyre squeal. On dry roads at least, even if the accelerator is released or the brakes are applied during fast cornering, no vices intrude other than slight deviation from course and a little pitching.

When loaded, the roll on cornering increases slightly and the suspension loses some of its tautness. Nevertheless, the B.M.C. van probably handles better at all times than any other vehicle in its class. The small wheels react to potholes and cat's-eye studs more noticeably than those of conventional size, but the suitably firm

suspension successfully accommodates these shocks.

At speed (the van reached 85 m.p.h. downhill on the M1 and will attain well over 70 m.p.h. on the level), one does not like to think of the rate at which the 5.20-10-in. tyres are revolving. However, the specially developed Dunlop tubeless covers are said to be giving trouble-free service on the cars, and a life comparable to that achieved by larger tyres on other small B.M.C. models.

The low floor is, to my mind, a mixed blessing. I had to get down on my hands and knees to move heavy objects carried at the front of the body. Despite the low roof, access to

On town work, the two circular exterior mirrors provided a reasonable range of rearward vision, but they are too close to the windscreen and not seen through the large area swept by the twin wipers.

The main roof panel of the body is unsupported, other than at the edges, and can be flexed downwards by hand. One vertical member supports each side panel, which can also be pressed in. Even so, the body is quiet on the road except for some drumming over cobbles and rough surfaces. The all-steel structure also picks up a certain amount of noise from the wheels.

There are one or two unsatisfactory details about the driver's compartment. The cardboard panelling which defines the front of the useful full-width shelf, flanking the central instrument dial, is not properly secured, whilst the leathercloth covering the shelf itself is roughly applied.

A rubber mat with a felt underlay covers the floor of the driver's compartment. The felt was found to be wet on the driver's side, indicating that water had come in through the toe-board, although the point of ingress could not be found.

Readily Accessible

The transverse position of the little engine makes components mounted on what would normally be the off side of the unit readily accessible, although the oil filter, mounted beneath the dynamo, and the lower mounting bolts for the dynamo, are enclosed by the front grille. They could be reached easily if the grille were detachable.

The dipstick is for the one sump for the complete engine-gearbox-final-drive unit. Thus three operations of varying difficulty are reduced to a single task. Three pints of oil were lost from this sump during the test, giving the rather high consumption rate of 1,600 m.p.g.

Work on the carburettor and the other side of the engine is made more difficult by the restricted bonnet opening. The bonnet is secured by a stiff catch reached through a minute aperture in the grille. Hydraulic reservoirs for the clutch and brake systems are mounted on the scuttle and the fusebox is close by.

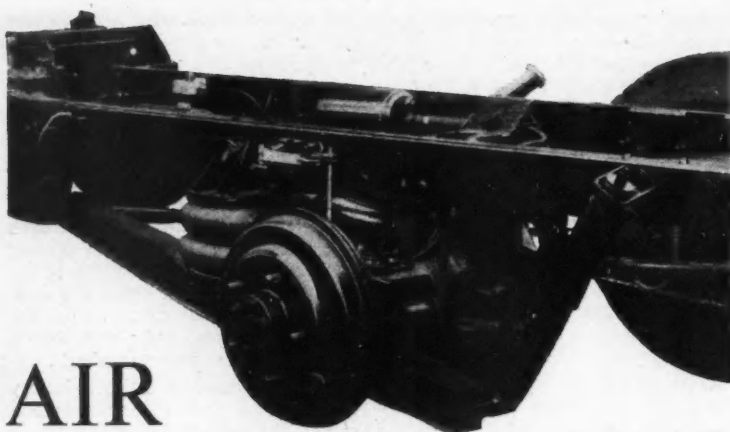
The single adjusters for each brake unit are shrouded by the wheel and should ideally be turned by a special cranked spanner. Using an adjustable spanner, I was able to adjust each unit in about 2 minutes with some difficulty. Thus, the total time for raising the vehicle, adjusting all the brakes and lowering it was 11½ minutes.

the driver's seat is quite easy, but can be made awkward by a high kerb. It is difficult to see traffic lights and road signs from the driver's seat when the vehicle is close to them.

Otherwise the compact dimensions are a joy, particularly when parking. I placed the van at the kerbside in a space between parked cars only 1 ft. 5 in. longer than the vehicle itself. Admittedly, this took four shunts, but would have been almost impossible in any other comparable four-wheeled vehicle.

"Decorative" Bumpers

Stronger bumpers than are fitted at present would be an advantage for such manoeuvres. The front bumper, even when fitted with optional overriders, is quite robust but far too low, whilst the rear quarter bumpers should be considered as chromium-plated trim rather than as protective members. It is a little disquieting to find that the rear-light clusters connect with the bumpers of larger vehicles.



AIR Suspension Marks Time

WHAT is the future of air suspension? Nearly every manufacturer and vehicle user in the country has appraised its merits in relationship to the type of vehicle he produces or operates. The general policy is to wait and see.

Cost factors are multiple and complicated, and are the most common deterrent to its immediate adoption. Demand stimulates greater demand and reduces costs.

On the production side, the ease with which the suspension can be installed as optional equipment may, initially, be more important than first cost, but it may open up possibilities of giving a cheap vehicle the performance of a much more costly conventional type.

Major Modifications

Allied to this concept is the ability of air suspension to eliminate the need to modify springs to suit individual requirements and varying load capacities in standard vehicles. With the increasing use of specialized load-carrying techniques based on standard types of chassis, the difference between the heaviest and the lightest loads carried is also increased, and many operators are faced with major spring modifications, or the use of a special chassis, to obtain suitable suspension characteristics.

Factual news that would put air suspension permanently on the map would be the publication of operational results showing that it had reduced overall running costs. According to technicians of the suspension

Cost Factors Governing Air Suspension are Still Multiple and the General Attitude Towards Its Future is "Wait and See"

**By P. A. C. Brockington,
A.M.I.Mech.E.**

division of the Dunlop Rubber Co., Ltd., Coventry, such results will be available in the not-too-distant future.

They emphasize that the Dunlop Pneuride system has been applied to a wide variety of chassis types for different objectives and that this spread of interest has highlighted many installation and operational advantages that were formerly obscure.

In the background, the development of the flexible beam type of suspen-

Trailing-arm air suspension of the type fitted to 30-cwt. van and ambulance chassis is rubber-bushed to the rear axle. Levelling valves are to the rear of the bellows.

sion, described exclusively in *The Commercial Motor* on April 1, has reduced the cost of replacement units and facilitated fitting procedures, whilst the latest simplified levelling valve is designed to give freedom from maintenance over a long period.

Combining a bellows spring with rolling-lobe section also represents a means of widening the scope of standard units, and advances in the detail design of leaf-spring combined with

air suspension represent another cost-saving development.

Although an ambulance is normally regarded as a highly specialized type of vehicle, the satisfactory conversion of standard goods chassis for ambulance service by the application of air springing is a cost-saving project of general interest to many potential users.

In this case the vehicle gives a ride, laden and unladen, comparable with that provided by an expensive limousine chassis. The normal load often includes patients (in varying numbers) to whom comfort is essential, and their welfare on the road may be compared with freedom from damage of fragile goods on the outward journey of a goods vehicle and of lightly constructed bodywork on the return run with an empty vehicle.

Chassis conversions for ambulance work have mainly comprised the



Air suspension reduced stresses on the frameless semi-trailer structure of this Guy-Carrimore tanker outfit and achieved a reduction of 1½ tons in unladen weight.

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application of air suspension to the rear axles of standard 30-cwt. models. The result has been a platform height lower than that of a limousine ambulance

Approximately 40 ambulance chassis of this type equipped with Pneuride air suspension are in service (or are being fitted with bodies). The latest versions incorporate Dunlop flexible-beam suspension. When based on Dillow combined rolling-lobe-and-bellows springs, the system gives a periodicity of approximately 80 c.p.m.

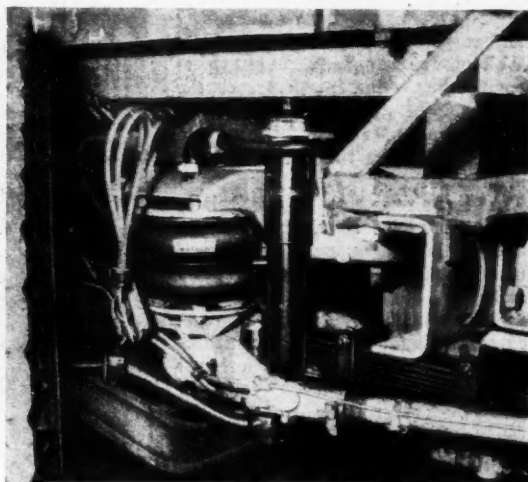
£1,000 Saved

In a typical case an ambulance is designed to seat eight passengers or to accommodate a single stretcher. If leaf springs were fitted they could not cater efficiently for the big difference in loading. The operator thus gains a number of operational benefits, despite a saving in first cost of £1,000.

The same type of chassis employed in a goods vehicle particularly appeals to operators carrying fragile or perishable goods, such as television and radio sets, fancy cakes and high-quality foods. The saleable condition of perishables often depends upon the satisfactory operation of refrigerating equipment, which is easily damaged by high-frequency vibrations.

Of all the air-suspension systems suitable for front axles, the leaf-air spring can be produced at the lowest cost, and it affords resistance to brake reaction without additional linkage. If

This front-end arrangement of the leaf-air suspension of a coach chassis shows how the air springs are mounted outside the main frame members. This increases roll stiffness and stability. Note the leaf spring is located under the frame.



cent. of the unladen weight and that this load is not increased with a rise in the payload. The leaf operates at a consistently low stress, and there is no variation in its static position, so that it should have an infinite life, due attention having been paid, in the design stage, to its function as a brake-torque reaction member.

The only limitation to the application of an air-leaf spring is that it is unsuitable for the rear suspension of a vehicle, such as a conventional platform type, the unladen rear-axle loading of which is a relatively small proportion of the maximum load. Designed to give the rated periodicity when the vehicle is unladen, the leaf spring cannot then accommodate the full brake reaction, without excessive wind-up when the vehicle is loaded to capacity. The system is readily appli-

cable, however, to the rear axles of passenger and goods vehicles with a lower ratio of laden axle weight to unladen weight.

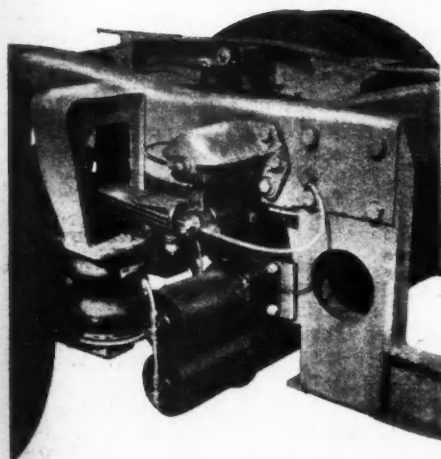
Applied by a well-known C-licence operator to the front and rear of maximum-load four-wheelers, air suspension offers special advantages for loading multiples of a single commodity. After one side of the platform body has been loaded with the vehicle parallel to the deck, it is turned round for the opposite side to be loaded. A constant floor height aids loading and the floor remains level when the vehicle is being manoeuvred with half a load.

Application by Drivers

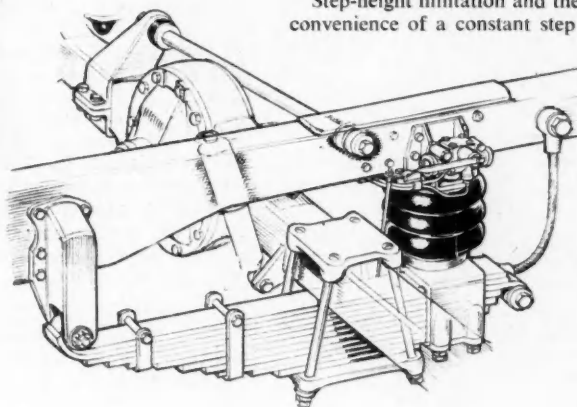
These vehicles frequently return empty and the smooth ride afforded by air suspension is greatly appreciated by the drivers. A reduction in the wear of tyres and of the bodywork is expected.

Suspension equipment comprises bellows-type springs which are mounted on leading arms at the front and on trailing links at the rear. The new flexible beam suspension would be suitable for both applications.

Step-height limitation and the added convenience of a constant step height



(Left) A leaf-air spring assembly on the rear suspension of a coach is shown here with the surge tank mounted across the rear of the frame. The air spring bears only the payload. (Below) Easy installation is a feature of the Dunlop flexible beam suspension which gives the full roll resistance of conventional leaf springing without an anti-roll bar.



the vehicle has a front-mounted engine, difficulties arise in fitting the suspension system with a Panhard rod for transverse location, and the only suitable alternative to the leaf-air system may be independent springing.

Dunlop technicians point out that the leaf spring of a leaf-air system is normally required to cater for 80 per

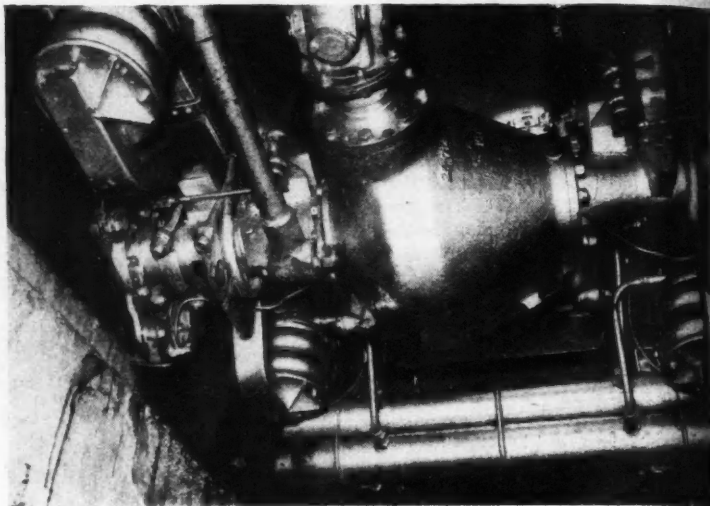
are outstanding advantages offered by air suspension for double-deckers. Well-known examples include a rear-engined bus with a front entrance, the front axle of which is equipped with air suspension, and a front-engined rear-entrance bus with air suspension at the rear.

A leaf-air system is particularly suitable for the former, whilst the layout of the rear suspension depends upon details of chassis construction and so on. Fitting bellows air springs to the A.E.C. Bridgemaster rear-entrance double-decker is comparatively simple, because the original suspension was designed for coil springs. The roll stiffness of the vehicle is increased by the use of independent coil front suspension.

Full Compensation

In stage-carriage service it is normal for passengers to show a preference for the near-side seats, and the self-levelling characteristic of an air-suspension system compensates fully, or in part (depending upon whether it is fitted to one or both axles) for this disproportionate loading, the effect of which is generally increased by road camber. Air springing makes handling of the vehicle easier under these conditions and reduces the wear of tyres and springs.

In one notable application to a crush-load export coach, the particular value of fitting air-leaf springs at the front and rear is the ability of the



A worm's-eye view of the leaf-air springs fitted to the front and rear of a Leyland Park Royal vehicle operated by the Western Welsh Omnibus Co., Ltd.

chassis units are commonly of the private-car type, with low-periodicity independent front suspension, and the use of air suspension for the rear axle approaches the ideal combination. Despite the relatively small number of passengers carried the ratio of laden weight to unladen weight is high. Because of the limited space available it is preferable to make provision for air suspension in the initial design.

To exploit fully the weight-saving advantage of air springing, it will be necessary to design the chassis and bodywork to match it. The Guy-Carrimore experimental 4,000-gal. frameless articulated spirit tanker, the exclu-

sive road-test report of which was published in *The Commercial Motor* on March 13, 1959, gives an idea of what can be achieved. Its fuel-consumption was 11.6 m.p.g. at an average speed of 29 m.p.h., some 3 m.p.g. better than for a conventional outfit of the same capacity.

The rear axle of the Guy Formidable motive unit and the single axle of the semi-trailer were equipped with Dunlop Pneuride rolling-lobe diaphragm air springs, and because of

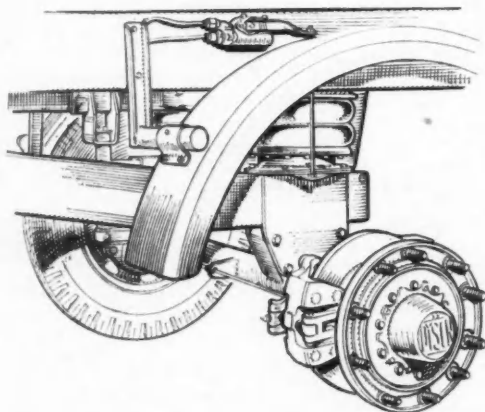
the uniform periodicity of the suspension, laden and unladen, it was possible to employ thinner tank shell material, compared with a tank based on conventional springing, and to abolish the full-length longitudinal under-ribs. This provided a saving of about 1½ tons and enabled 4,000 gal. of spirit to be carried on a single-axle semi-trailer.

A recent Dunlop development of particular interest to the users of articulated outfits is a special valve circuit that can be applied to air springs fitted to the rear axle of the tractor. It enables the static height of the frame to be reduced in preparation for coupling-up. This device could also be employed to adjust the rear frame height of a platform vehicle to the level of the loading deck, so long as an external stop were provided physically to limit the upward movement of the frame.

Comparable Advantages

Air springing on rigid tankers and heavier types of van offers weight-saving advantages comparable with those provided by air suspension in the case of the frameless articulated outfit.

A van equipped with two or three-tier load-carrying racks has to be structurally robust and generally returns empty. High-frequency vibrations when the van is empty are combined with severe bump stresses if the road surface is poor, and the structure is either excessively heavy or liable to damage. If the body (and, preferably, the chassis) were designed for air suspension, a very substantial weight saving would be possible.



This Dyson air-suspension design, applied to an 8-ton four-wheeled trailer uses trailing arms and a Panhard rod to locate each axle. Dunlop two-convolution air bellows are employed. Disc brakes are fitted.

suspension to accommodate an excessive overload, up to 120 passengers being carried at peak periods. The prototype of this vehicle, empty, normally laden and overloaded, completed a 1,000-mile pavé test at the Motor Industry Research Association's proving ground without damage to the chassis, running gear or body.

In the case of small buses, the

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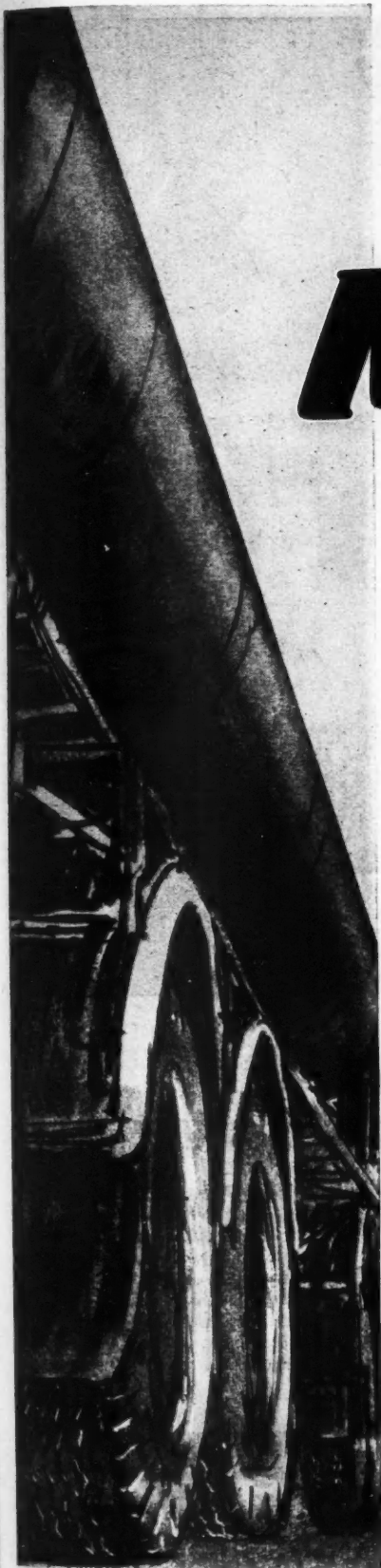
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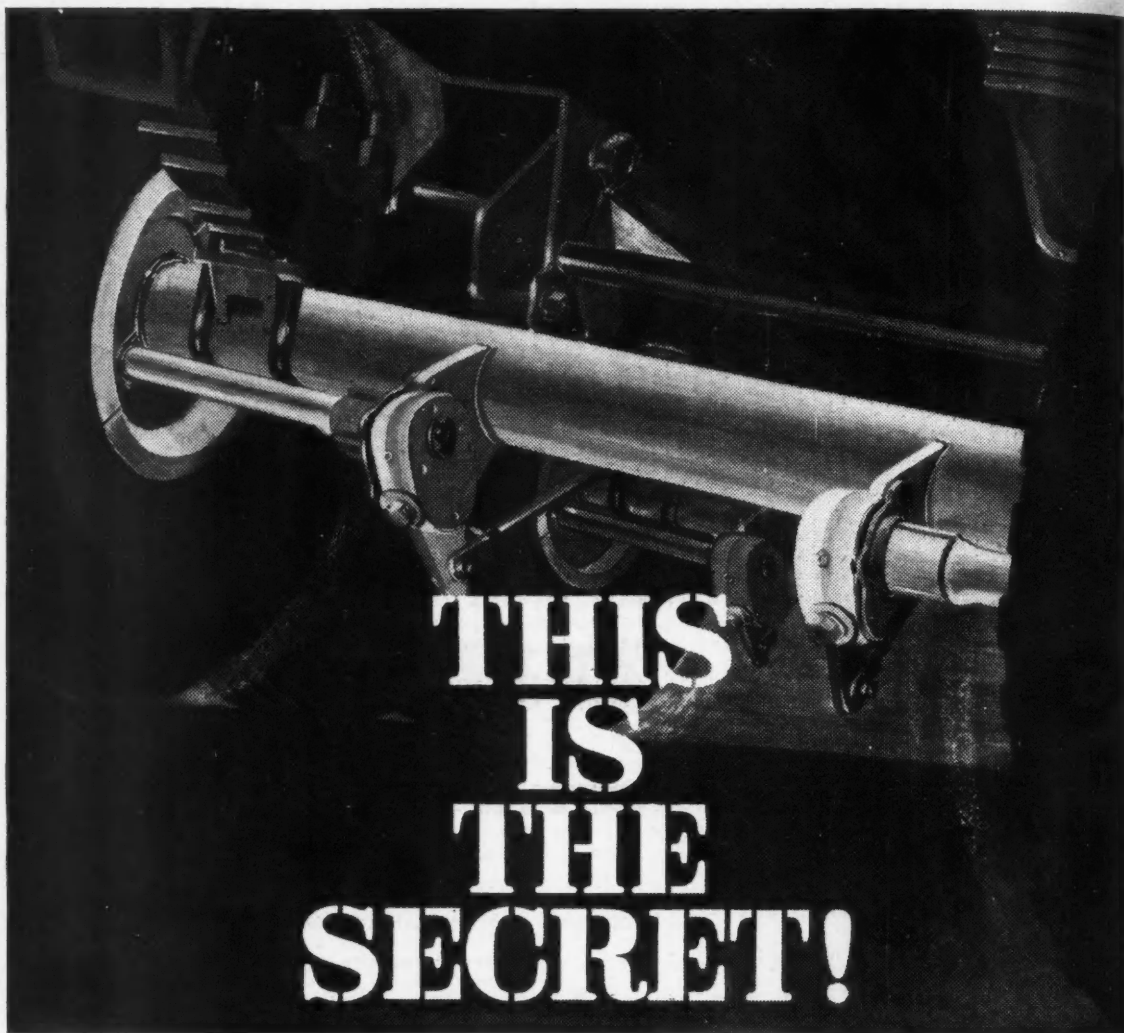
GIANT TYRES

Long runs with heavy loads over all sorts of roads — this surely calls for the outstanding reliability *and the very long mileage* built into Dunlop Giants.

Every Dunlop tyre is individually built to give you long, dependable mileage whatever the conditions. There is, moreover, a Dunlop Giant specially designed for *your* particular needs.



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THIS IS THE SECRET!

The secret of bigger payloads lower maintenance costs – greater safety

There's only one way to prove the worth of a trailer axle—and that's by watching it work with big payloads over millions of tortuous, destructive miles. And by this test the trailer axles made by Rubery Owen have proved how good they are to transport operators here in Great Britain, on the Continent and the long grinding hauls of North America.

Rubery Owen are pioneers of light weight with strength. Their tubular beam axles have made other methods

of weight saving seem obsolete—and they have achieved this without any loss in strength or quality. Maintenance costs, too, are low. Over the miles Rubery Owen axles have set new standards for low maintenance, maximum safety and bigger payloads. They incorporate the finest quality materials, precision workmanship and the most advanced design.

So when you are ordering new trailers make sure you get lightweight, rugged axles made by Rubery Owen.

He's a Happy Man

Happy, because his trailers are carrying bigger loads, causing him less trouble, operating safely.

Happy because he was wise enough to make sure his trailers were fitted with Rubery Owen tubular beam axles. Light, strong, dependable.



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Coal Board Contract Criticized By Yorkshire Commissioners

AGREEMENTS between the National Coal Board and operators of miners' contract services were criticized by the Yorkshire Traffic Commissioners at Leeds last week, when Maj. F. S. Eastwood, chairman, commented: "I am not surprised we hear of strikes, if they handle their other affairs in the same manner."

Mr. Cyril Cadman, Inglemoor Farm, Moorends, near Doncaster, sought to continue, without modification, an express service between Winning Post Hotel, Moorends, and Bullcroft Colliery—although his contract had been withdrawn by the N.C.B. Harold Wilson, Ltd., Stainforth, near Doncaster, operating jointly with R. Store, Ltd., and Samuel Morgan, Ltd., applied, with Board support, for a new licence for the service.

For Wilson, Store, Morgan and the N.C.B., Mr. J. Evans said that from 1956 to November, 1959, the service had been operated by Cadman under contract to the N.C.B. It had been run by the joint operators since November, 1959, under short-term licence, after an approach by the Board. The service conveyed colliery workers on three shifts a day, and payment to operators was based on weekly mileage.

Writ Issued

The Board were no longer prepared to accept Cadman because, according to them, he had been, and was still, attempting to charge for mileage which he had never operated. Since the matter had boiled up, Cadman had issued a writ against the N.C.B. claiming the money he alleged was due to him. A defence had been entered by the Board, and the action was still pending at Doncaster County Court.

It was alleged, said Mr. Evans, that during three weeks in October, 1959, Cadman charged the Board for two vehicles to take day-shift men from Thorne to Bullcroft, and for two vehicles to take afternoon shift men out and bring back day-shift workers. On November 8, 1959, an account was received from Cadman for 3,978 miles operated at 1s. 9d. per mile. This could have been achieved only by the operation of two vehicles.

Mr. George Hiley, area wages control officer, N.C.B., said that on November 4, with a Mr. Chapman, he interviewed Cadman at his home to ascertain why no transport had been provided on the morning of October 27 and also why two buses had not been run on the services as scheduled. To the latter question Cadman had replied that one of his buses had been off the road for three weeks. Asked why he had charged for two buses when only one had been run, Cadman replied: "What I lose on the swings I gain on the roundabouts."

Cross-examined by Mr. F. S. Marshall, for Cadman, witness said that he did not know that Cadman was at the time suing the N.C.B. in respect of the drainage on a farm, of which he was the tenant, which had "caused a lot of sore heads in the

Board" for nearly two years. He agreed that Cadman, who was "being accused of obtaining money by false pretences," had written to the Board on November 2, to deny the accusation and ask for further information.

Mr. John Fuller, industrial relations officer, N.C.B., said that he had instructed Hiley and Chapman to interview Cadman after hearing of the failure to operate on October 27. He had reported to his superiors, and Cadman's contract had been terminated.

Mr. Harry Chapman, clerk with the N.C.B., agreed that he had, on instructions from his superiors, told all operators of the Thorne service that they were not to employ Cadman if they needed a relief bus.

Mr. Marshall: "You and Mr. Hiley were judge and jury on November 4. You tried Cadman in his own backyard and found him guilty. You went back and pronounced your finding and it went up and up until he was sacked and black-balled finally."

Mr. Chapman: "Well, that is what did actually happen after the meeting, yes."

In evidence Mr. Cyril Cadman said that he commenced the service in 1956 at the request of the Board, after they had unsuccessfully approached other operators. Since then the Board had given him weekly forecasts of the number of passengers expected. It was his duty to arrange for this number irrespective of how many travelled. Up to October, 1959, he had failed to get the men to

work on only one occasion. Mr. Fuller appeared to accept his explanation at the time.

On November 4 he was informed that Mr. Hiley and Mr. Chapman were coming to see him. At the interview he explained that he followed the driver of the first bus to the last picking-up point. If all the men had got on that bus, he had no need to go any farther with his own vehicle. He turned out two buses each morning and covered the driver as far as the last picking-up point, eight miles distant. On some occasions he had turned back and on others had gone through to the colliery.

Answering Mr. Evans, witness admitted that he had not operated the mileage shown in the account, but maintained that he had operated the service in accordance with the agreement.

So Badly Organized

Told that the operations of Cadman and the joint applicants were not the subject of a formal written contract, Maj. Eastwood commented: "Is it so badly organized?" When Mr. Evans submitted that the operator was entitled to charge only for full journeys, the chairman said "No man on earth is going to turn out a vehicle with a driver at 4.30 a.m. to run eight miles and get no money for it."

He recalled Mr. Fuller in connection with a letter written by the Board to Cadman in 1956, which, he said, did not set out the amount to be paid, and remarked: "I would not have dreamt that a nationalized board of this size should send out ridiculous letters supposed to be agreements."

Adjourning the applications for details of the operations of the joint applicants, Maj. Eastwood said: "I do think the Board are very much to be complained of in the way they have handled this. It is not even businesslike. I am not surprised we hear of strikes, if they handle their other affairs in the same manner."

Grant Might Prejudice Company's Case

PROPOSALS to vary existing A licences and add new A licences for specific work were made by John Hunter and Sons (Transport), Ltd., Carlisle Road, Airdrie, to Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week. Certain applications, as in the case of a licence for the replacement of one vehicle at increased weight of one ton, were granted.

The main application sought to vary the existing licence by adding two vehicles of 15 tons, two articulated units of 10 tons and two semi-trailers of 7½ tons. The original normal user of: "All types of general transport in Great Britain" was proposed, but Mr. Roderick Mackenzie, for Hunter, altered, this to "General goods to the Midlands of England, 55 per cent., to London, 41 per cent., and balance as required."

Mr. Quin pointed out that the new

application was being made on an original licence which had a restricted basis. If the case were taken it would mean that the company was seeking a wide use of some extra 32½ tons on a basis of one 3-ton vehicle with a restricted radius.

It was argued that this was not a major defect since the new normal user, which would apply to the whole fleet, adequately covered the company's intentions. Mr. Quin said that the application could proceed, but the company's case might be prejudiced if a grant were made and an appeal lodged on the basis of excessive award.

He suggested that it might be politic to withdraw and make a new application on which the proposed additions could legitimately be granted.

Mr. Mackenzie agreed to this approach, and after discussion with the applicants the larger claims were withdrawn.



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Planning for Profit

Designed for high-speed running, this articulated outfit of Wm. Stewart and Arnold, Ltd., is used to carry liquid chocolate from High Wycombe all over the country. The tractor is an Atkinson T746A model and has a plastics cab. The Butterfields insulated tank has two compartments and heating equipment to maintain the required viscosity of the load. York running gear incorporates air suspension.



Drawing Up a HIRE AGREEMENT

I REFERRED last week to some of the points that needed consideration when a trader was deciding whether to hire road transport or operate his own vehicles. These were arbitrarily grouped under the five headings of company structure, traffic, vehicles, finance and labour. Because, to a trader, transport is an ancillary service, it is reckoned to be of secondary importance to his main business. There is, consequently, an understandable tendency in such circumstances to underestimate the amount of administrative ability and experience required to run a transport department efficiently.

Even where the responsibility of running one's own vehicles is recognized, the level of competition in a particular industry or the special characteristics of a certain type of traffic may require the trader to have greater control over the driver than would be the case when vehicles were hired day by day.

Inquiries from readers show that there is increasing interest in the operation of vehicles under contract. This could be either under A licence, where the haulier provides and pays the driver, or by C-hire, where vehicles are purchased, maintained and owned by a contract-hire specialist, with the customer employing the driver. The latter arrangement is particularly suitable where the vanman is also a salesman, possibly handling substantial amounts of cash.

Verbal Acceptance

Included in such inquiries there is usually a request for an indication as to the way in which a contract should be drawn up to the satisfaction of both operator and customer. Many traders have little or no knowledge of goods-vehicle licensing, and may ask why any contract is necessary. They point out that large quantities of traffic pass daily to the satisfaction of both customer and haulier without the necessity of any written agreement and often with only verbal acceptance of a particular rate.

If a trader requires the exclusive use of a vehicle, with the haulier supplying the driver, a contract for a minimum of 12 months' work is necessary to comply with legal requirements before a contract-A licence can be granted.

From the commercial aspect, where a vehicle is being supplied exclusively to one customer, and possibly is purchased especially for that purpose, it would be prudent for the haulier to have a written guarantee of the amount of work he will have. This legal minimum period of 12 months may well be extended to two to five years, according to the outlay involved, and by the limitations on other use which any special feature of the vehicle may impose.

A haulier who is proposing to hire out a vehicle on contract and has not previously had experience of this type of work

In Meeting Increasing Demands for Vehicles on Long-term Hire, Hauliers Should Ensure That All Reasonable Eventualities are Anticipated When Negotiating Terms With Prospective Customers

should have the contract drawn up by a solicitor. I can do no more than to call attention to several items which would normally be included in the agreement.

The opening paragraph would name the parties concerned, the haulier being termed "the contractor" and the customer "the hirer." The period of the hire would then be stated. Whilst the commencement date would also be given, both parties must recognize that the execution of the contract must initially depend upon the granting of a licence. It is, therefore, necessary to insert a clause which would have the effect of cancelling the agreement in the event of the licence being refused. If this were not done the haulier could find himself in the impossible position of having contracted to hire out a vehicle which he was not legally permitted to do.

It would also be necessary to make some provision in the event of either party being unable to carry out his part of the agreement because of unforeseen circumstances. The minimum notice required in such circumstances should be mutually agreed. A similar clause would determine the notice needed to extend the contract.

Separate Schedule

The vehicle, or vehicles, which the contractor is to provide would then be specified. Whilst the major specification relative to size and type may be included in this clause, it will probably be found more convenient for minor details, such as the colour and lettering, to be detailed on a separate schedule attached to the contract. Subsequent variation of these details would not then entail further legal expense in redrafting the agreement.

Where the vehicle is to be hired out under a contract-A licence, the agreement must include a recognition that the haulier is responsible for the provision of the driver and the conditions under which he is to work. Alternatively, if the contract refers to a C-hiring arrangement, it would be advisable to insert a clause to the effect that the driver, who would then be the employee of the customer, should be acceptable to the haulier. This would obviously be of vital importance to the

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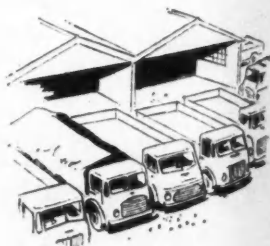


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'If only I had more vehicles I could double my turnover.' If you ever have occasion to say this, then that's the time to find out about Forward finance. Forward Trust helps transport operators to expand rapidly by providing immediate finance for the purchase of new vehicles, and for buying workshop plant and equipment of all kinds.

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Even where the vehicle was to be operated under A licence, it might be advisable to include a similar clause, so as to avoid difficulties which might arise if the contractor were not prepared to take on a driver recommended to him by his customer.

Under a contract-A licence, the haulier, as the holder, would be responsible for the actions of his drivers. It must be clearly stated in the agreement that the hirer of the vehicle should not instruct or encourage the haulier's driver to contravene the law. Additionally, it would be in the contractor's interest to include a clause to the effect that, if such an instruction were given to his driver, the man would have the right to refuse to carry it out, and if the haulier thought fit, he would be at liberty to terminate the contract.

Of prime interest to both parties would be the stating of the charge, together with the method by which it was to be calculated and the manner in which payment was to be made.

The customer's need to hire vehicles on contract implies a specific set of conditions as to their operation and, in consequence, detailed and accurate costing could normally be more readily achieved than in the case of general haulage. The basic principles of commercial-vehicle costing—the division of these expenses into standing and running costs—however, remain. It would be in the haulier's interest to ensure that he received adequate payment for any period where the vehicle was not employed through no fault of his own.

Whether the standard charge is assessed on a tonnage, mileage or any other basis, the agreement should clearly state the rate to be paid for additional mileage or overtime working. Although only a minor addition to mileage may be involved for a single journey, the contract should state specifically whether journeys are to be regarded as starting at the premises of haulier or customer. Over a period of 12 months such mileage could add up to a substantial amount.

Prohibiting Overloading

The maximum capacity of each vehicle included in the contract must also be stated, so as to give effect to a subsequent clause prohibiting the overloading of a vehicle by the customer. Additionally, this clause should specify that, if a breakdown occurs as a result of overloading, the customer would be responsible both for the cost of the repair and the provision of a substitute vehicle.

It would be advisable for any agreement to hire vehicles to contain a proviso to allow for the adjustment of charges in the event of an increase in any of the basic items of operating cost, such as fuel or wages, over which the operator has no control.

It should be mutually agreed whether the contractor should be paid weekly, monthly, or at some other period. In the event of default, such an arrangement would give the contractor legal grounds for discontinuing the contract and taking steps to recover payment for past services.

Under a C-hiring arrangement, responsibility for the goods carried, and the manner in which they are loaded, is obviously the customer's, because the driver is his employee. But even where the vehicle is run under contract-A licence, with both vehicle and driver supplied by the haulier, the operator should ensure that the contract contains a clause stating that the customer is responsible for the goods carried, and that the contractor will not be liable for any loss of goods, or of cash which the driver may have to collect on behalf of the customer.

It should also be stipulated that no dangerous goods should be loaded without prior written agreement. In this context and in

other similar circumstances, the extent to which a driver is under an obligation to carry out instructions of the hirer should be determined. If these were reasonable instructions, they would obviously be part of the driver's daily work, but there should be a clause providing that where such instructions vary the written clauses of the agreement, the contractor has the right to disclaim liability for any resulting loss or damage.

Because under a contract-A agreement, the haulier is responsible by the terms of his licence to ensure that his driver observes statutory hours of work, the contract must also state that the customer must not give instructions to a driver which would have the effect of infringing them.

Allocation of Costs

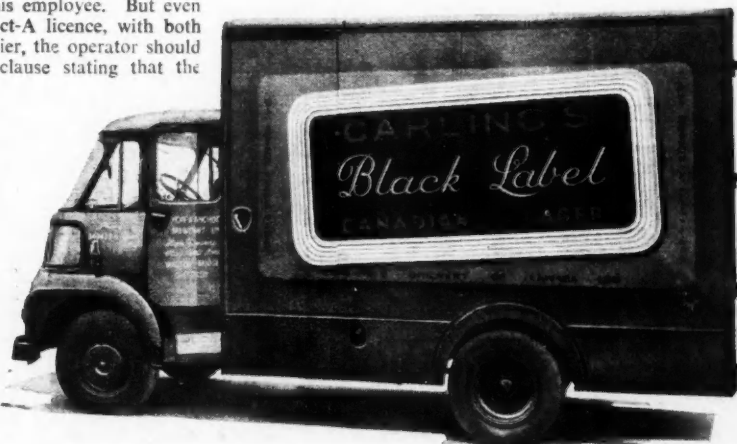
When calculating the charges to submit as an estimate to the customer, it is important that the contractor should make certain that all 10 items of operating costs—licences, wages, rent and rates, insurance, interest, fuel, lubricants, tyres, maintenance and depreciation—are either included in his own estimate or clearly understood to be the responsibility of the customer. This is particularly important where contract-A vehicles may be located at several of the customer's branches, as it may be more convenient for the customer to be responsible for, say, washing and light services, or even fuelling.

As one of the prime reasons for the customer hiring is to be relieved of the responsibility of maintenance, and the disorganization which would arise from the breakdown of his own vehicles, he will naturally expect maximum availability from those supplied by the contractor. Even so, the agreement should clearly state the extent to which the contractor is expected to provide a replacement vehicle in the event of breakdowns, or through other causes. Additionally, he should not forget to include the cost of providing substitute vehicles.

The division of responsibility as between the contractor and hirer, relative to insurance, should be defined. Where vehicles are supplied under contract-A licence, the haulier would have to indemnify the customer against any claim by his driver, as well as by third parties in respect of injury or damage. It would be advisable, however, for the haulier to disclaim liability for anyone riding on the vehicle without his authority. Such situations could arise where loading staff employed by the customer were carried in the vehicles.

Should an accident or breakdown occur, any additional payment resulting from overtime or overnight allowances would be the contractor's liability. But the agreement should specify that where additional expenses are incurred, on the hirer's instructions, he would be responsible for their payment.

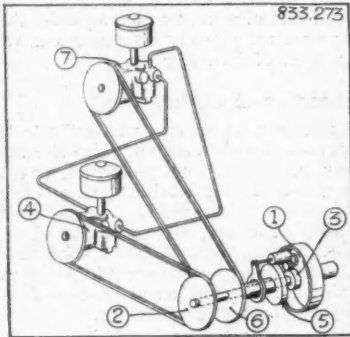
There would also have to be a clause indemnifying the contractor in the event of his inability to supply vehicles through strikes, lock-outs or wars. Vehicles may be commandeered even before a state of war is declared, making it impossible for the haulier to carry out the contract. There should also be the customary clause relating to bankruptcy. Finally, in the event of subsequent disagreement between the two parties, the method of arbitration should be specified. S.B.



Supplied to Hope and Anchor Breweries, Ltd., Sheffield, by Kennings, Ltd., this Morris 2-ton boxvan has a specially built body of 485-cu.-ft. capacity. As well as twin rear doors, there is a full-height door on the near side of the body at the front. The body is 11 ft. long, 7 ft. 6 in. wide and 6 ft. high.

Constant-speed Drive

THE object of a control mechanism shown in patent No. 833,273 is to avoid driving engine auxiliaries at an unnecessarily high speed. (Ford Motor Co., Ltd., 88 Regent Street, London, W.1.)



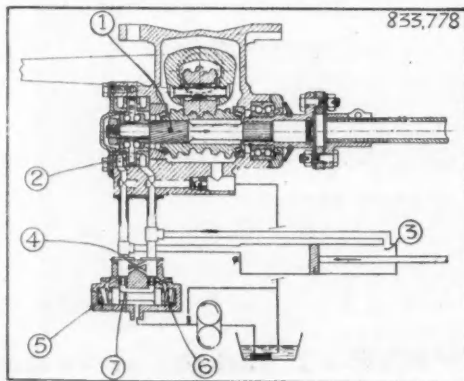
The drawing shows the components in a diagrammatic assembly. The engine drives the outer annulus of an epicyclic unit (1) at a widely varying speed. The output member is a pulley (2) connected to a smaller sunwheel (3). This pulley drives an oil pump (4), which can also be used to power hydraulic auxiliaries.

Constant speed from a varying input is obtained by allowing the epicyclic unit to lose speed in ratio to the power required to drive another oil pump. A secondary sunwheel (5) is attached to a pulley (6) which drives the other pump (7).

The two oil pumps are connected by spring-loaded valves (not shown). If the speeds tend to increase, the valves, by throttling the flow, impose more load on the upper pump. This slows it down, reducing the speed of the secondary sunwheel and planets, which lowers the speed of the epicyclic unit. The patent describes in detail the various units employed in the system.

RELAY-OPERATED STEERING

POWER-ASSISTED steering mechanisms normally employ column movement to operate the servo control valve. Patent No. 833,778 describes a layout in which a pressure-operated relay is interposed between the column and



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valve. (Regie Nationale des Usines Renault, 8-10 Avenue Emile Zola, Billancourt, Seine, France.)

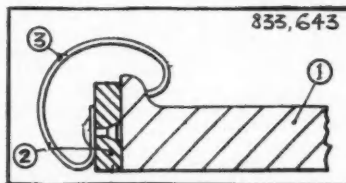
Referring to the drawing, the steering column transmits its torque to the worm through a helically splined joint (1). At the bottom of the column is a disc (2) which moves when the column is turned until arrested by abutments. The abutments are actually valve faces through which the oil is circulated by a pump. Parallel with this circuit is a servo cylinder (3) which powers the steering.

When the column is turned, the disc obstructs one of the valve faces and gives extra clearance to the other. The pressure difference so created is applied, through a cross-over (4), to the spaces (5 and 6) on each side of the bobbin valve (7).

The bobbin controls the main oil supply to the servo, energizing one side and venting the other. The back-pressure created on the disc provides the driver with a slight but proportional reactive resistance. If power fails the disc transmits the column torque direct to the worm, once the slack has been taken up.

PREVENTING BRAKE SQUEAL

THE bell-like shape of a brake drum makes it prone to squeal if resonance is created. Patent No. 833,643 describes a damping device to prevent this effect.

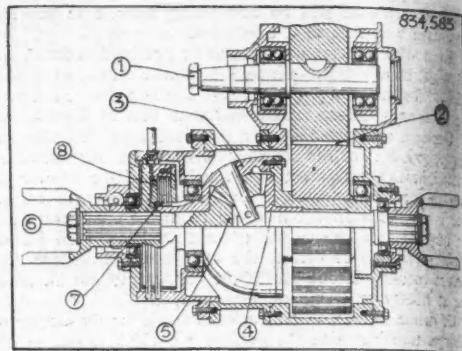


(The Motor Industry Research Association, Lindley, Nuneaton.)

The principle is to hold a rubbing surface firmly in contact with the edge of the drum. Referring to the drawing, the drum (1) is provided with four metal segments (2). These are pressed against the edge of the drum by a number of sheet-metal clips (3).

Alternatively, friction-faced segments may be used with, instead of spring clips, spring-loaded screws passing through clearance holes in the segments. The device is claimed to damp out tangential and radial vibrations.

If the drum is provided with cooling fins, the friction ring may be located in a groove between them.



TRANSFER GEARBOX

A TRANSFER box for four-wheel drive vehicles is the subject of patent No. 834,583. The unit provides double the torque for the rear wheels compared with the front and incorporates a lockable clutch for use when traction is lost on one wheel. (The FWD Corporation, 105-111 East 12th Street, Clintonville, Wisconsin, U.S.A.)

The propeller shaft drives an upper spindle (1) and a pair of spur gears (2). The lower spur gear is fixed to the planet-carrier (3) of the differential gear and the sunwheels are of differing diameters in order to obtain the unbalanced torque required. The ratio between them is approximately 2 to 1. The large sunwheel (4) drives the rear axle and the smaller one (5) the front axle.

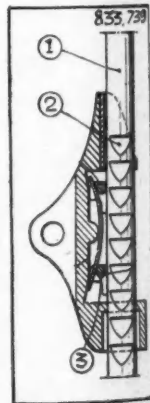
The planet-carrier and the front output shaft (6) are provided with sets of interleaved clutch plates, as shown at 7. These are pressed into contact when a hydraulic piston (8) is energized by oil pressure. The effect is to lock the planet-carrier and sunwheel together to prevent differential action.

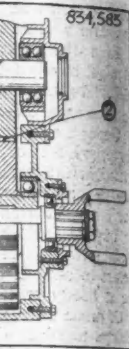
IMPROVED HAND BRAKE

A HAND-BRAKE lever that is released by turning through 90 degrees is shown in patent No. 833,739. (Girling Ltd., Kings Road, Tyseley, Birmingham, 11.)

The hand grip is attached to the end of a pull-rod (1) which has ratchet teeth (2) cut on it. The teeth are shown in the free position, but if the rod is turned through a right-angle they engage detent pawls (3) in a slot in the casing.

The pawls are round pins loaded into contact with the rod by a flat spring. The slot in which they move is tapered so that the rollers jam firmly when in the "on" position. When the lever is pulled up, however, they become free and permit it to be rotated.





GEARBOX

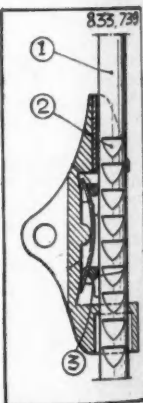
Box for four-wheel drive subject of patent. It provides double drive to rear wheels compared with conventional FWD Corporation, 10000, Clintonville, Tenn.

It drives an upper gear of spur gear (2) fixed to the planet-internal gear and the planet-internal gear. The large sun gear rear axle and the front axle.

and the front output with sets of interlocking as shown at 7. to contact when a is energized by oil to lock the planet together to prevent

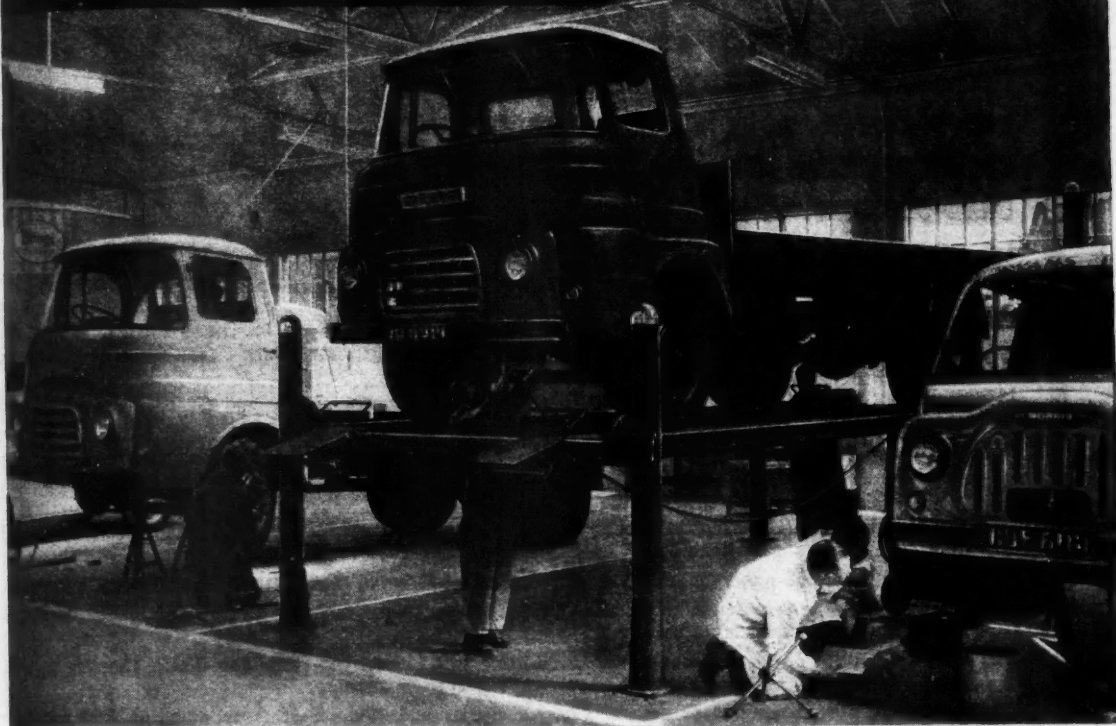
AND BRAKE

lever that is released through 90 degrees is 833,739. (Girling)



tapered so that the when in the "on" lever is pulled up, the free and permit it

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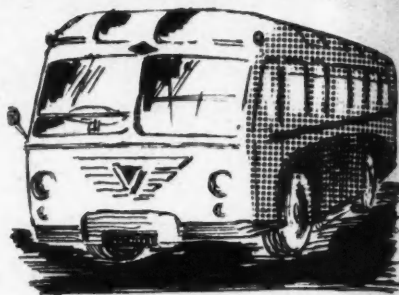
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body.
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End, Enfield

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similar machine
and cab to suit

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atterned moquette.

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1951 8-wheel flat, 9.6 engine, approx. 10,000 miles, air brakes, excellent runner, £850. 4 Cartrouths & Co., Liverpool, 3, Central 2047. 865-306

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1958 A.E.C. Mercury, 4-wheeler, 21-ft. platform body, air brakes, 1000 by 20 tyres, clean and in excellent order, £1,250.

RUSH GREEN MOTORS, Langley, Hitchin, Herts., R Stevenage 174. 865-317

1955 Registered A.E.C. 8-wheeler tipper, double-dropped alloy body, clean appearance, £950. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 865-371

1952 A.E.C. Monarch, immaculate condition, £315. C. Russell, 155 Millbank St., Northam, Southampton. Phone 26590. 865-340

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1957 Mercury Mk. II 21-ft. aluminium platform body.
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ARLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 865-461

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A.E.C. Refueller, ex-W.D., 2,500-gal. tanks, tankers or chassis. Bridge Motors (Commercial), 124, Station Garage, Botley, Southampton. Phone, Botley 2241. 222-635

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1952 ALBION Clydesdale, alloy tipper body, fixed rear axle, 19.2 sides, 16 ft. 7 in. 7 ft. 6 in. in, twin rear ALUX, twin ram, good condition, £475. Dunscoff Ltd., Bootham Lane, Dunscoff, nr. Doncaster. Phone, Stanforth 225. 865-8907

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1955 ALBION (Claymore) 5-ton, 18-ft. 6-in. platform body, new tyres, in perfect order, £435. Edgware 865-132

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RAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 865-389

CLASSIFIED ADVERTISEMENTS INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE AND WANTED	page 49
NEW GOODS VEHICLES FOR SALE	62
USED PASSENGER VEHICLES FOR SALE AND WANTED	65
NEW PASSENGER VEHICLES FOR SALE	69
MISCELLANEOUS VEHICLES FOR SALE AND WANTED	69
SPARE PARTS AND SUPPLIES	71
MISCELLANEOUS ADVERTISEMENTS	76

Used Goods Vehicles (contd.)

1941 ALBION 8-wheel chassis and cab, complete and in running order, £155. H.B.H. Motors Ltd., Mill St., Colnbrook 2741. 865-469

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F. J. Edwards, Ltd., 359 Euston Rd., N.W.1. Euston 4681. 865-242

AUSTIN 'A55' 4-ton van, November, 1959-60, 'Nuc' heater, nominal mileage, immaculate, fully guaranteed, demonstration anywhere. James Garage, Church Streeton 27, Shropshire. 865-A7204

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- AUSTIN** 5-ton diesel prime mover, low mileage, June 1958, fitted with a Scammell coupling, 700 x 20 tyres, used by C-licence operator only, in very clean condition throughout, Dartmouth Garage, 384-386 High St., West Bromwich. Wes 2441-6. 865-322

- 1959** 10-cwt. model 101 van in very clean condition. Bryc Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 865-450

- 1959** May, A55 pick-up, 23,000 miles, guaranteed, plain blue with frame and canvas tilt, in good condition throughout, one owner, £345. No offers or part-exchanges please.

HORSA BATTERIES, LTD.,

119 GREAT ANCOATS STREET,
MANCHESTER, 4.

Phone, Central 9323. 865-290

- 1956** AUSTIN 11-ton forward control diesel van, LDO/2A insulated sides, suitable for meat transportation, painted red, £325. Used vehicle considered in part-exchange. Kirby's, Ltd., Northway, Magnall, Phone 2121. 865-519

- 1959** August, AUSTIN A50 van, green, one owner, £185.

- 1955** October, AUSTIN A40 van, £165.

- AUTO SALES AND SERVICES, LTD.,** Burgh Heath, Surrey. Phone, Burgh Heath 2059. 865-499

- 1950** AUSTIN Loadstar 5-ton drop-side truck, £85.

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COTSWOLD HAULAGE,

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- 1957** AUSTIN 152 pick-up, very nice condition, low mileage.
COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962. 865-502

- 1957** AUSTIN 15-cwt. pick-up, low mileage, immaculate condition, £340.

- 1955** AUSTIN 1-ton van, £275.

- 1951** AUSTIN pick-up, good condition, £135.

- 1947** AUSTIN 800-cu.-ft. Luton van, £145.

- COOMBS COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 865-531

A34

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EPSOM DOWNS.

Burgh Heath 7117 and 7118.

- NEW AUSTIN** Omnicoach, primer, immediate delivery.

- NEW AUSTIN** 30-cwt. drop-side truck, immediate delivery.

- NEW AUSTIN** Omnivan, primer, immediate delivery.

- 1958** AUSTIN 10-cwt. 101 van, £325.

- 1958** 10-cwt. A55 van, £350.

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- 1959** J-model 8-ton Scammell coupling tractor unit, fitted 300-cu.-in. Bedford diesel.

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Victoria 6033.

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Phone 2301.

DUMBALLS ROAD, CARDIFF.

Phone 30641.

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SATURDAY. 865-455

- 1952** BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £150.

- 1951** BEDFORD 5-ton long-wheelbase flat truck, diesel, £250.

- 1954** BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.

- 1952** BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.

- 1953** BEDFORD 5-ton short-wheelbase tipper, petrol, £100.

- 1953** BEDFORD 7-ton short-wheelbase tipper, petrol, £250.

- 1952** BEDFORD 5-ton long-wheelbase furniture van, petrol, excellent order, £225.

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STRETTFORD.

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Blackfriars 9935 (after hours). 865-223

- NEW** 12-ton BEDFORD tractor unit, 350-cu.-in. diesel engine, 5-speed gearbox, 2-speed axle, Tasker D.S. quick-release coupling, list price.

- NEW** BEDFORD 7-ton extra-long chassis-cab, diesel engine.

- NEW** BEDFORD 8-ton tractor, normal-control diesel, Scammell coupling.

- 1958** BEDFORD 5-ton long twin-ram Edbro tipper, first-class condition, one owner, low mileage, £525.

- 1956** BEDFORD 7-ton long platform, R6 diesel engine, platform half aluminium, half wood, one C-licence owner, £525.

- 1955** BEDFORD 7-tonner, reconditioned R6 engine, fitted by us, clutch and gearbox overhauled, brakes relined, two new tyres, a bargain, £500.

ORMSKIRK MOTORS, LTD.,

MAIN VAUXHALL-BEDFORD DEALERS,
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- NEW** 12-ton BEDFORD tractor unit, 350-cu.-in. diesel engine, 5-speed gearbox, 2-speed axle, Tasker D.S. quick-release coupling, list price.

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- NEW** BEDFORD 8-ton tractor, normal-control diesel, Scammell coupling.

- 1958** BEDFORD 5-ton long twin-ram Edbro tipper, first-class condition, one owner, low mileage, £525.

- 1956** BEDFORD 7-ton long platform, R6 diesel engine, platform half aluminium, half wood, one C-licence owner, £525.

- 1955** BEDFORD 7-tonner, reconditioned R6 engine, fitted by us, clutch and gearbox overhauled, brakes relined, two new tyres, a bargain, £500.

- 1952** BEDFORD 5-ton long-wheelbase furniture van, petrol, excellent order, £225.

- 1951** BEDFORD 5-ton long-wheelbase flat truck, diesel, £250.

- 1954** BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.

- 1952** BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.

- 1953** BEDFORD 5-ton short-wheelbase tipper, petrol, £100.

- 1953** BEDFORD 7-ton short-wheelbase tipper, petrol, £250.

- 1952** BEDFORD 5-ton long-wheelbase furniture van, petrol, excellent order, £225.

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- 1954** BEDFORD 25-cwt. Spurling van, blue, £225.

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- 1955** December, BEDFORD 7-ton truck, R6 diesel, £445.

- 1955** BEDFORD 7-ton truck, £450.

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- BEDFORD** 7-ton s.c. long-wheelbase truck, 18-ft. body, 9.00 x 20 x 12-ply tyres, 2-speed axle, £1,421.

- BEDFORD** 7-ton s.c. long-wheelbase 16-seat platform body, 9.00 x 20 x 12-ply tyres, single-speed axle, diesel engine, £1,286.

- BEDFORD** 5-ton normal-control 1,250-cu.-ft. Luton van, approximate sizes 16 ft. 6 in. x 7 ft. 6 in. x 8 ft. 9 in. high, rear doors and tailboard, diesel engine, £1,565.

- BEDFORD** 4-ton normal-control 1,000-cu.-ft. Luton van, 14 ft. 6 in. long by 7 ft. 6 in. wide by 8 ft. 6 in. high, tailboard and half doors, £1,325.

- BEDFORD** 3-ton normal-control drop-side truck, diesel engine, £925.

- BEDFORD** 35-cwt. drop-side truck body, 9 ft. long x 4 ft. 6 in. wide x 18 in. sideboard, petrol engine, £759.

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BRAND-NEW 1,000-CU.-FT. LUTON VANS.
BODIES of light aluminium alloy with walk-in tail-board, low floor height, on the popular BEDFORD 4-ton diesel, normal control, low-frame chassis and cab, painted appearance.
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ol 6-cu.-yd. drop-side steel
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elbase truck, 18-ft. body,
2-speed axle, £1,421.
heelbase 16-cwt. platform
tyres, single-speed axle.

ol 1,250-cu.-ft. Luton van,
6 in. x 7 ft. 6 in. x
tailboard, diesel engine.

ol 1,000-cu.-ft. Luton van,
6 in. wide by 8ft. 6 in.
£1,325.
ol drop-side truck, diesel

truck body, 9 ft. long x
sideboards, petrol engine.
ling van, £968.

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6 in. x 7 ft. 6 in. x
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6 in. wide by 8ft. 6 in.
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1953 BEDFORD 7-ton 6-yd. heavy-duty steel-body underfloor tipper, £185.
1952 BEDFORD 7-ton long-wheelbase drop-side truck, ex. Forestry Commission, very clean, £195.
1952 BEDFORD 7-ton 6-yd. U steel-body under-floor tipper, £165.
1948 BEDFORD 30-cwt. van, £45.
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1946 BEDFORD 8-ton tractor unit, Scammell coupling, £75.

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BEDFORD R-type 4 by 4, several for sale. Lawrence, Alfreton, Derby. Phone 505. 865-144
1952 BEDFORD 5-type 7.8-ton long-wheelbase chassis-cab with B.M.C. 5.1-litre diesel engine conversion with gearbox with accommodation 17-ft. 6-in. body, £295. W.E.N. Motors (Wimbledon) 506-508, Kingston Rd., London, S.W.20. Phone, Cherrywood 4563, 1480; evenings 4322. 865-108

£225. BEDFORD 5-ton, 1952, synchromesh gear-box, petrol, all seven tyres nearly new, in first rate condition, late property of large C. licence user, rigid truck body with steel and canvas cover, in excellent condition, colour yellow with black wipers and chassis, sealed beam headlamp, mirrors, etc., the condition of this vehicle is comparable with a 1958 model.

HORSA BATTERIES, L. TD.
119 GREAT ANCOATS STREET,
MANCHESTER, 4.
Phone, Central 9323. 865-289

1952 BEDFORD 7 ton, petrol, platform, good condition, £125.
1957 BEDFORD diesel, forward control, 7-ton platform lorry, exceptional condition, including tyres, £675.
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Bootle 4343. Bootle 4343.

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IF YOU ARE LOOKING FOR: A Bedford 10-ton Scammell tractor unit, cheap, we have one.
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TRANSPORT Company have for disposal three 1954 BEDFORD 7-ton R6 diesels, fitted with platform bodies, acquired for special contract now cancelled. Box CM653, care of "The Commercial Motor." 865-247

1953 A-type BEDFORD 5-ton extended chassis, fitted 18-ft. double-drop-side body, one owner, £275, or terms arranged.
BEDFORD 3-4-ton extended chassis Luton van, P6 engine, 1,200-cu.-ft. body, £250 or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3416. 865-285

£695. 1957 BEDFORD 7-ton S-type, Leyland Comet diesel engine, short-wheelbase, drop-side tipper, A and L Vehicle Supply Co., 2-41 Gravel Lane, Salford, 3. Phone, Manchester, Blackfruits 1511. 865-279

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MAIN BEDFORD DEALER
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NEW BEDFORD tippers from stock.
1958 BEDFORD 7-ton 16-ft. body, £825.
1958 BEDFORD Utilabre, £435.
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1956 BEDFORD 5-ton long-wheelbase tipper, petrol, in good condition, will convert to diesel, £395.
Choice of excellent vans and conversions. Hire-purchase facilities available.
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TWO 1947 BEDFORD Scammell tractors, new petrol engines fitted October, 1959, ready for work, £150 each.
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SALE. 1956, A-type BEDFORD tractor unit with large pantech-nicon Tasker trailer, about 1,600 cu. ft., this outfit has been used on light work and is now surplus to requirements, £525. Phillips Haulage, 24 Park Crescent, Newport, Mon. 865-7155

SPURLING CITY DEPOT offer:—
1956 BEDFORD, petrol, 5-ton long-wheelbase truck.
1957 BEDFORD 15-cwt. platform truck.
1958 BEDFORD 15-cwt. van.

SPURLING MOTOR BODIES, LTD., 176-9 Shoreditch High St., E.1. Sho 8433. 865-324

1956 BEDFORD A Model, 750 cu. ft., pantech-nicon, in good order, £450.
S. RAWSON AND SONS, LTD., Mount Pleasant, S. Tunbridge Wells, Phone 3494-5-6. 865-347

1955 BEDFORD 7-ton long-wheelbase drop-sider, Comet engine, Albion gearbox, one owner, exceptional condition, £545. George Tysman, Regent Garage, Rootes Group Dealers, Fouters Bar, Phone 2139. 865-445

1956 BEDFORD, Perkins R6, 8-cu.-yd. metal new-type tipping body, £395. H.B.H. Motors, Ltd., Conbrook 2741. 865-330

1958 6-ton long-wheelbase diesel drop-side truck, £695.
COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 865-530

Bedford Wanted
Bedfords wanted! Bedfords wanted! We want Bedfords! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 865-468

BEDFORD ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.
CHANDLERS MOTORS, L. TD.
74 GREENWICH SOUTH STREET,
LONDON, S.E.10.
Greenwich 2033-4. 222-594

A BEDFORD for sale! Phone Hamilton Motors, 406-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 865-443

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ALL one-owner vehicles, regularly serviced:—
1956, March, 5-ton 17-ft. 6-in. drop-sider, diesel, £375.
1956 30-cwt. diesel pick-up truck, £265.
1955 LD2 diesel van, 30-cwt., £260.
1954 2-ton van, petrol, separate cab, £195.
1954 Oxford 10-cwt. pick-up with tilt, petrol, £180.

1951 MORRIS J-type van, 10-cwt., forward-control, £190.
LOWEST H.P. Exchanges. Open Sunday mornings.

JOHN JORDAN, Rootes Agents, Manor Garage, Sandy, Beds. Phone 271. 865-68

1957 B.M.C. diesel Scammell 5-ton tractor unit, very good condition, £425. Edgware 2572. 865-130

EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10. Gre 4881. Early delivery all makes. 865-735

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PERKINS DIESEL DISTRIBUTORS.
1955 December, B.M.C. diesel-engined 7-ton medium-wheelbase truck with drop sides, power steering, Eaton 2-speed axle, one owner, £495.
NEW 16-ft. 6-in. platform, body to suit, B.M.C., £100.
1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234. 865-193

1957 B.M.C. diesel 7-ton long-wheelbase truck with 20-ft. drop-sided body, 2-speed axle, power steering, in good running order, bargain, £525.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. 865-109
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Used Goods Vehicles (contd.)

1957 B.M.C. long wheelbase, 17-ft. 6-in. body, one C-licence owner, perfect condition. £475. 17 Pearl St., Sheffield S9 3JN. Phone 865-265

1957 Model B.M.C. diesel 1,200-cu.-ft. van, 2-speed back axle, excellent condition. Walter Walker (Ecclesfield), Ltd., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667.

BARNARDS OF STOWMARKET.

1957 B.M.C. prime-mover, 2-speed axle, fitted with new 10-11-ton Scammell trailer.
PHONE, Stowmarket 621 (five lines). 865-97

ARLINGTON MOTOR CO., LTD., offer:—

1957 7-ton diesel 18-ft. platform, 2-speed axle, heater, power steering (Morris).
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 865-459

B.M.C. Wanted

WANTED, B.M.C. diesel Austin-Morris 1-ton 30-cwt. vans and pick-ups. Norths, Pontefract Rd., Stourton, Leeds, 10. Phone 76809.

COMMER

COMMER 8-cwt. vans. Fleet operator 60 vans, changes one each week. Vans kept first-class condition. Advertiser seeks regular purchaser at £300 each. Average mileage 20,000. Write Box CM634, care of "The Commercial Motor".

1956 TS3, Rootes diesel, 18-ft. platform, recent new engine and gearbox, £650.
1956 6X 7-ton, petrol, 18-ft. platform, £200.

1951 QX, Eaton 2-speed, tractor unit with 22-ft. Tasker semi, £175.
1955 Q2 3-ton 12-ft. drop-sider, heater, rough, £60.

1954 QX 5-ton short-wheelbase Telchoist tipper, £150.

YOUR vehicle taken in part-exchange—all new COMMERS.
OPEN Sunday mornings.

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1958 COMMER express delivery van, fitted rear folding seat, one owner, excellent condition, £340.
1954 COMMER 5-ton Superpoise truck, chrome-bore engine, well maintained, £155.

1954 COMMER Q3 chassis-cab, boxvan body, roller shutter and tailboard heater, very good condition, £285. Reliance Motors (Chingford), Ltd., Hall Lane, Chingford, E.4. Silverstone 7077. 865-75

IMMEDIATE delivery new COMMER 7-ton diesel drop-sided truck, 18 ft. by 7 ft., overdrive, power-assisted steering, air hydraulic brakes, heater, indicators, rope hooks, 900 x 20 tyres, H. Taylor and Co., 135 London Rd., Kingston-upon-Thames TW20 1JG. 865-70

1958 COMMER TS3 with Boys axle, bulk tipper, good condition, £1,950.
SPARSHATTIS, Millbrook, Southampton 72596. 865-116

1956 COMMER TS3 long-wheelbase 18-ft. drop-sided truck, ex C licence, well tyred, £645. W.E.M. Motors. Below.

1953 COMMER Q4 long-wheelbase Perkins diesel flat truck, well tyred and clean, £295. W.E.M. Motors (Wimbledon) 506-508, Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480; evenings, Cherrywood 4322.

1959 COMMER TS3 7-8-ton, drop-side alloy body.

1955 Two COMMER TS3 7-8-ton, drop-side alloy bodies.

KARRIER Bantam 2-3-ton refuse body.

SPRINGFIELDS, LTD., Cole Rd., Feeder Rd., Bristol. 2. Phone, Bristol 77408. 865-172

1957 COMMER 7-ton medium-wheelbase tipper, £850. Hamblins Garages, Rectory Rd., Rushden 3211. 865-212

1956 COMMER 5-ton medium-wheelbase tipper, diesel, £350. Confidential hire-purchase terms. Part-exchanges. Graham Brothers (Motors), Ltd., The Commercial Sales Dept., 799 Chester Rd., Stretford, Tra 3311 (ext. 11); Blackfriars 9935 (after hours). 865-225

1959 TS3 COMMER, medium wheelbase, aluminium U-shaped body, in good order throughout.
CENTRAL GARAGE (UPPINGHAM), LTD., Phone, Uppingham 3296-7-8. 865-155

1955, December, COMMER TS3 diesel, 1.400 c.c. Luton, metal body, 825 x 20 tyres, good condition, £725.
CLAPTON MOTORS, 64-70 Kenninghall Rd., Clapton, E.5. Ambhurst 4606. 865-99

NEW TS3 long-wheelbase platform truck, air brakes, power steering, immediate delivery.

1957 May, TS3 long-wheelbase drop-side truck, low mileage, £695. 1950 (November) QX long-wheelbase chassis and cab, £75. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567. 865-98

£625, 1956 COMMER TS3 diesel standard drop-side tipper, very good condition. A. and L. Vehicle Supply Co., 27-41 Gravel Lane, Salford, 3. Phone, Manchester Blackfriars 1511. 865-278

1956 COMMER TS3 diesel long-wheelbase platform truck, 18-ft. body, in good running order, £500.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 865-312

1952 Model COMMER Q4 Perkins P6, 5-cu.-yd. tipper, good condition, on 7.50 x 20, new Eadro hoist fitted under insurance claim, £150. Hughes and Marriott, Ltd., Newbury, Berks. Phone 1476. 865-7356

KARRIER Bantam truck for sale, 1953, in very good condition. Box CM6511, care of "The Commercial Motor". 866-47357

COMMERS, 10-ton 6-wheelers, 24-ft. platform, 9.00 x 20 tyres, air brakes, etc., artics, tippers, vans.

PARKSIE, 10-ton 6-wheelers, 24-ft. platform, 9.00 x 20 tyres, air brakes, etc., artics, tippers, vans. 0012, Prompt delivery. The Commer People, Ilford A36. 865-329

Used Goods Vehicles (contd.)

1956, October COMMER TS3 diesel, double-drop-sided body, cheap to clear. Leonard Beer and Co., Ltd., Southampton. Phone, Totton 2624. 866-848

1951 COMMER QX, fitted Perkins P6 engine, alloy body, good condition, £195. C. Russell, 155 Millbank St., Northam, Southampton. Phone 26590. 865-382

1957 COMMER 3-4-ton Superpoise vans, clean interior, coachbuilt body, standard cab, low mileage, excellent mechanical condition, works-maintained.
HIRE-PURCHASE Part-exchanges. Contay Motor Works, Ltd., 164a Southwark Bridge Rd., S.E.1, Waterloo 6162-3. 865-540

1952 COMMER 2-ton 4-cu.-yd. tipper, £145.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 865-529

ARLINGTON MOTOR CO., LTD., offer:—
1956 COMMER TS3 chassis-cab, fitted large-capacity aluminium boxvan.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 865-456

DENNIS

R. A. JORDAN, L. TD.

MAIN DENNIS DISTRIBUTORS
(BEDS, CAMBS, PETERBOROUGH AND N. HERTS).

FOR new and used commercial vehicles.

1955 DENNIS 8-ton Centaur diesel, one owner.

ALL inquiries welcomed.

PART-EXCHANGES. H.P. terms.

FOR works, Biggleswade, Beds. Phone, Biggleswade 2265(6). 865-114

1956 DENNIS Centaur tractor with Scammell coupling, excellent condition, one owner. Offers to Box CM6116, care of "The Commercial Motor". 865-478

DODGE

1951 105 P6 drop-side truck, superb condition throughout, low mileage, new tyres.

SPARSHATTIS, Millbrook, Southampton 72596. 865-120

1956 DODGE 106-AP6 6-ton long-wheelbase platform, good tyres, repaired. Geo. H. Kendrick, Carters Green, West Bromwich 0778. 865-173

DODGE 5-6-ton 1955 model, P6 engine, Eaton 2-speed axle, 5-speed gearbox, long-wheelbase drop-side, whole machine in showroom condition, £400.

D. EASTWOOD COMMERCIALS, 27 Aston Rd., D. North, Birmingham. Phone, Aston 3467. 865-150

WALTER BURGESS, L. TD.

MAIN FORD DEALER,

HANOVER STREET,

KEIGHLEY.

Phone 4245. Yorks. Phone 4246.

1955 DODGE 7-ton tipper model 144, R6, one owner, £400.

1956 DODGE 7-ton tipper, model 144, R6, one owner, engine overhauled, £450.

1956 DODGE 6-ton tipper, model 103, P6, one owner, excellent condition, £450. 865-8

1954 DODGE 145 R6, 18-ft. platform, suitable for cattle container, £450. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 865-38

1957 Pax R6 18-ft. platform, £775.

J. HUDSON, Bawtry 362. 865-32

1958 DODGE 7-ton diesel long-wheelbase platform truck, 2-speed axle, latest-type cab, exceptionally good, clean vehicle, low mileage, £850.

1956 DODGE heavy-duty tractor unit, P6 engine, 5-speed box, 2-speed axle, S.A.E. coupling, in very clean condition, £475.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 865-314

DODGE diesel, 1952, 16-ft. drop-side, good, clean condition, £175. Hoddesdon 2775. 865-7270

1957 DODGE 7-ton diesel drop-side truck, exceptional condition, three months' guarantee, £395. L. F. Dove (C.V.), Ltd., 98 Lower Addiscombe Rd., Croydon, Surrey. Addiscombe 3131. 865-492

1952 DODGE 5-ton long-wheelbase drop-side truck, excellent condition, £200.

1952 DODGE 1,350-cu.-ft. pantech truck, petrol, good condition, choice of two, £200.

1954 DODGE 600-cu.-ft. boxvan, P4 diesel, good condition, £275.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 865-528

1957 DODGE 106, P6, 900 x 20 tyres, 5-speed gearbox, in excellent order, £495. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 865-495

1955, July, DODGE heavy tractor unit, S.A.E. fifth-wheel coupling, fitted works reconditioned P6 engine, tyres 9.00 x 20, exceptional condition throughout, bargain, £375. Viewed Freatings Works, Freatings, near Colchester, Essex. 865-17

Dodge Wanted

WANTED, 1957-8-9 DODGE 3-ton or 5-ton platform lorry. K. and F. (Commercial), Ltd., Colehill House, Atherstone. Phone 2130 and 2166. 865-375

E.R.F.

E.R.F. Twin-steer (October), 1957, 5LW auxiliary tyres, 22-ft. heavy duty alloy body, fitted chrome bumper, roof rack, original tyres, immaculate order.

MOTORS (NEWCASTLE), LTD., 2-26 Benwell K.B. Lane, Newcastle, 5. Phone 35273. 865-339

1954 4.4G, late-type cab, 18-ft. flat, as new, £800. 4 Carruthers St., Liverpool, 3. Central 2047. 865-304

Used Goods Vehicles (contd.)

E.R.F. 8-wheel double-drive 1955, 6LW, 1000 x 20 roof rack, outstanding condition.

K.B. MOTORS (NEWCASTLE), LTD., 2-26 Benwell K.B. Lane, Newcastle, 5. Phone 35273. 865-339

1953 E.R.F., dismantling all models. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623. 865-306

FODEN

1951 8-wheel flat, 6LW, D.D., 40 x 8 tyres, exceptionally clean, £800. 4 Carruthers St., Liverpool, 3. Central 2047. 865-307

MOTORS AND PLANT (PETERBOROUGH), LTD.

FODEN 25-ton tractor unit, type F.G.T.D. 6-25, with Tasker 18-ft. well trailer, knock-out back axle, air brakes, 1400 x 20 tyres, unladen weight 11 tons 8 cwt. 18 lb.

FIRST registered late November, 1958, very low mileage and in first-class condition throughout.

HIGH ST., Eye, near Peterborough. Phone, Eye 363. 865-371

1951 8-wheeler, 25-ft. flat, 40 x 8, D.D., 6LW, sound vehicles, £750.

1953 8-wheeler, D.D., 6LW, 25-ft. flat, 900 x 20 tyres, all good, sound vehicle throughout, £875.

LANGLEY MILL COMMERCIAL VEHICLES, LTD., Langley Mill 2623, Notts. 865-372

FORD THAMES AND FORDSON

NOVEMBER, 1958, Thames 4D articulated unit, 10,000 miles only, excellent tyres, £675. Wicks, 172 Windmill Rd., Bournemouth 37013. 866-478

NEW Trader 4D 152-in. 5-ton low-line chassis-cab, £982 10s.

1956 FORD 4D 2-ton van, £265.

1954 FORD 4D 2-ton Cost Cutter, petrol, £165.

YOUR vehicle taken in. Open Sunday mornings. Lowest H.P.

JOHN JORDAN, FORD Agents, Manor Garage, Sandy, Beds. 865-66

WELLSTON MOTOR CO. LTD.

381-389 WEST GREEN ROAD, LONDON, N.15.
Phone, Bowes Park 6821.

OFFER FROM STOCK

NEW LUTON VANS

FOR

EARLY DELIVERY.

1957 FORD Thames 4D 950-cu.-ft. pantech truck, guaranteed 13,000 and 18,000 miles, £775 and £810 each. 865-71

TWO 1959 5-ton long-wheelbase Traders, 6D chassis, guaranteed 13,000 and 18,000 miles, £775 and £810 each. 865-71

1957 FORD 30-cwt. van, 4-cylinder petrol, immaculate condition, £225.

PHONE, EDGWARE 2572.

FORD Trader 7-ton 1959 long-wheelbase drop-side truck, low mileage, 900 by 20 tyres, a very clean machine. 865-198

1959 FORD Trader short-wheelbase, 14,000 min from new, £895. Hamblins Garages, Rectory Rd., Rushden 3211. 865-210

1955 FORD Thames 2-ton boxvan, good condition all round, roller shutter body, £165. Ruz Motors, 204 Chase Side, Enfield. Enfield 8421. 865-24

LUTON vans, several. FORD 4D and P6, 1,350 cu. ft., 1955-1957.

WE have a large selection. Details will be sent on request. Hire-purchase.

WOOD AND LAMBERT.

49 STAMFORD HILL, N.16.

Sta 3434. 865-21

1958 Thames Trader 6D 5-ton short-wheelbase tipper, steel body, Anthony Hoist gear, 8.25 x 20 tyres, £825 or terms arranged. Henry Eaton, Ltd., 107 Palmston St., Ancoats, Manchester. Phone, Ardwick 3146. 865-284

FORD Thames 4D 3-ton long-wheelbase, drop-side trucks, 1958 and 1959, one owner, moderate mileage, in good condition. Phone, Reading Automobiles, Reading 53021. 865-255

1956 FORD 4D 5-ton long-wheelbase tipper, excellent condition, £350. 4 Carruthers St., Liverpool, 3. Central 2047. 865-307

HUNTER VEHICLES, L. TD.

290 SOUTHBURY ROAD,

ENFIELD.

Phone, Howard 4184.

1956 3-ton Thames boxvan, 4D, 494-cu.-ft. capacity, excellent condition, tyres as new. one owner. immediate delivery. Hire-purchase terms arranged. 865-441

1959, November, THAMES Trader 6D 7-ton long-wheelbase truck, 18-ft. body, small mileage, fitted with radio, heater, windscreen, etc., an exceptionally nice vehicle, £850.

1959 drop-sided body and gear, in very good order, small mileage, £850.

1959 THAMES Trader 6D tractor unit, 2-speed axle, S.A.E. coupling, clean and in very good order, £750.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 865-313

1959, November, Trader 7-ton 6D drop-side truck, low mileage, £895. Jacquier, Ltd., 229 Hammersmith Rd., W.6. Riv 6677. 865-354

ve 1955, 6LW, 1000 x 20
body, chrome bumper.
LTD., 2-26. Brevett
Phone 35273.
all models. Langley Mill
Ltd. Langley Mill, 202.
N. D., 40 x 8 tyres, camp-
0. 4 Carruthers & Co.
TERBOROUGH, LTD.
type F.G.T.D. 6-25, with
knock-out back axle, at
weight 11 tons 8 cwt.
1958, very low mileage
throughout.
ough. Phone, Eyr 30.
40 x 8 D.D., 6LW,
V, 25-ft. flat, 900 x 2
vehicle throughout, 202.
IAL VEHICLES, LTD.
ND FORDSON
D articulated unit, 10,000
75, 175, 172 Widdow
ton low-line chassis-
265.
Cutter, petrol, 1165.
Open Sunday morning.
s, Manor Garage, Sandy.
R Co., LTD.
AD, LONDON, N.W.
gr 6821.
STOCK
VANS
IVERY.
-cu.-ft. pantechion.
se Traders, 6D diesel,
0 miles, £775 and £800
cylinder petrol, immac-
RE 2572.
wheelbase drop-side truck,
a, very clean machine.
97 Barrowby Rd.
wheelbase, 14,000 miles
mbins Garages, Rectory
on boxvan, good condi-
shutter back, £165. Bu-
Enfield 8421.
4D and P6, 1350 x
Details will be
hase.
AMBERT.
ILL, N.W.
n short-wheelbase tipper,
st gear, 8.25 x 20 tyres,
Eaton, Ltd., 107 Palmer-
Phone, Ardwick 3146.
cebase, drop-side trucks,
oderate mileage, in sound
obles, Reading 55021.
wheelbase tipper, ex-
4 Carruthers & Co.
LES, LTD.
ROAD,
4184.
4D, 494-cu.-ft. capacity,
es as new, one own-
se terms arranged.
Trader 6D 7-ton long-
e body, small mileage,
screen, etc., an equip-
7-ton tipper, Anthony
ear, in very good order.
actor unit, 2-speed axle,
and in very good order.
Langley, Hitchin, Herts.
on 6D drop-side truck,
Jacquier, Ltd., 79
7. 865-354

Used Goods Vehicles (contd.)

FRANK G. GATES, LTD.

MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

1959 Thames Trader 3-ton truck, £265.
1958 Thames 15-cwt. gown van, £350.
1959 Late Thames Trader 6D, 7-ton platform, £975.
1959 Late Thames Trader 6D, 6 x 2 County, platform truck, £1,575.

1960 FORD Thames Trader, 5-ton 4D, 152-in. wheel-
base, double-drop-side truck, £875.
1959 FORD Thames Trader 7-ton 6D, 160-in. wheel-
base, platform truck, £825.
1959 KILMER MOTOR CO., North Circular Rd.,
Hammers Green 1023.

1957 Long-wheelbase 5-ton, 6-cylinder diesel, Thames
Trader drop-side truck.
1959 COMBES SERVICE STATION, LTD., By-pass Rd.,
Guildford. Phone 62962.
1959 ARLINGTON MOTOR CO., LTD., offer:—
A FORD Trader chassis-cab, 4-cylinder diesel,
fitted 1,200-cu.-ft. Luton body.
1958 ARLINGTON MOTOR CO., High Rd., Ponders End,
Enfield, Middx. Phone, Howard 1266.

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Used Goods Vehicles (contd.)

1950 LEYLAND Beaver platform, good reliable
vehicle, £325; trailer if required.
Marriott, Aldington, near Evesham, Worcs. Phone
Badsey 310.

1950 LEYLAND 3, 1950-51, Hippo drop-side trucks, good
order. Dam 5583.
1950 LEYLAND Octopus, 1957, 3,500-gallon stainless-steel
tank, insulated steam coil, £3,650.
1950 MILBURN MOTORS, LTD., 51-79 Millburn St.,
Glasgow, N.1. Bell 0073.

1955 LEYLAND Octopus, 24-ft. platform body, good
condition. Lawson Bros. Kirkintilloch. Phone,
Kirkintilloch 2242.

1955 LEYLAND 8-wheeled tipper, 23 cu. yd., drop
side, £1,800. 1955 Leyland 8-wheeled chassis
and cab, £1,300.
1955 T. McQUEEN, 171 Sprotborough Rd., Doncaster. Phone
night, 65660; day Bawtry 338.

1955 ARLINGTON MOTOR CO., LTD., offer:—
1955 Octopus, wooden platform body, air brakes,
very good tyres.
1955 ARLINGTON MOTOR CO., High Rd., Ponders End,
Enfield, Middx. Phone, Howard 1266.

1958 LEYLAND Comet, flat, very good condition,
£1,300. Evenings, Elmbridge 6938.

1945 MAUDSLAY Mogul Mark II drop-side truck,
average condition, £200.
1945 WOODYATT MOTORS, LTD., Milton Rd., Southend-
on-Sea, 43344.

1949 Mogul Mark II, 7.7, 18-ft. platform, new
tyres, £250.
1949 JOHN JORDAN, Manor Garage, Sandy, Beds. Phone
271.

MORRIS AND MORRIS-COMMERCIAL.
1958 MORRIS J2 van, good condition, £325.
1958 MORRIS J2 pick-up, good condition, £335.
1958 Reliance Motors (Chineford), Ltd., Hall Lane,
Chingford, E.4. Silverthorn 7077.

1955, October, MORRIS LD 30-cwt. van, in very
good condition, £255, Edgware 2572.

1955, Morris LD 30-cwt. van, in very
good condition, £255, Edgware 2572.

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1955, Morris LD 30-cwt. van, in very
good condition, £255, Edgware 2572.

Used Goods Vehicles (contd.)

1955 SEDDON Mk. 12, normal control, 18-ft. plat-
form, R6 engine, £400. Cottee and Edwards,
Ltd., Nottingham 46674.

1952 SEDDON P4 3-ton long-wheelbase platform
lorry, £295.
1949 SEDDON 6-ton P6 long-wheelbase flat, £185.

1954 SEDDON 3-ton P4 boxvan, one owner, £385,
or terms arranged.
1952 SEDDON 3-ton boxvan, £125.

HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3146.

6-7-TON SEDDON, P6 engine, 5-speed gearbox, coach-
built cab, platform body, perfect condition, mechanical
and bodywork, bargain, £375. Leonard Beers and Co.,
Ltd., Southampton. Phone, Totton 324.

5L2 SEDDON with Brown box, for breaking, im-
mediate write-off preferred. George Banks, Market St.,
Congleton 3634-5.

SEDDON 7-ton van required for flour delivery. Par-
ticulars and price to J. F. Duffield and Son, 304
Constitution Hill, Norwich. Phone 46066.

STANDARD
1957 STANDARD VANGUARD diesel van, 32,000
miles, very good condition, £350. Edgware
2572.

THORNYCROFT
1955 THORNYCROFT tractor unit with Tasker
platform trailer, complete £650.
SPARSHATTS, Millbrook, Southampton 72596.

1952 THORNYCROFT Trident, 7-ton coachbuilt
boxvan, 17 ft. 6 in. by 7 ft., 8 ft. high,
£395, or terms arranged.
H. MANCHESTER, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3146.

Thornycroft Wanted
WANTED, THORNYCROFT 6- and 8-wheelers with
Gardner 6LW engine. Walker Bros. (Heysham),
Ltd., Middleton Rd., Middleton, Morecambe. Phone,
Heysham 743.

VOLKSWAGEN
1959 VOLKSWAGEN pick-up, grey, all-steel body,
small mileage, £499.
FRIDAYS, of Sittingbourne, Phone, Sittingbourne 1421.

VULCAN
FOR sale, two VULCANS, 6-7 tons, with Perkins P6
engines, drop-side bodies, good running condition.
CAPELS TRANSPORT, LTD., Bahall St., Balsall Com-
mon, Coventry. Phone, Barkswood 2281-2.

1951 VULCAN 6PF drop-sider, very low mileage,
P6 engine, vehicle well above average, £225.
George Twyman, Rented Garage, Rootes Group Dealers,
Potters Bar. Phone 2139.

UNCLASSIFIED
THE MILLBURN ORGANIZATION.
LONGTON, PRESTON, LANCs. 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.

COMMERCIAL AND PASSENGER VEHICLE
SPECIALISTS.
EARLY DELIVERY ALL MODELS.
NEW ALBION
REIVERS, CHIEFTAINS, CLAYMORES AND
FORD THAMES TRADERS.

1958 ALBION Clydesdale, 21-ft. 6-in. platform body,
alloy sides, full-vision cab, 6-speed gearbox,
9,000 20 tyres, as new, all in exceptional condition.
1958 BATES 30-cwt. diesel-powered dumpers, choice
of two, excellent condition.
1957 ALBION Clydesdale 20-ft. flat, Comet engine,
fibreglass cab, excellent condition throughout,
including tyres.

1956 ALBION Relver 6-wheel double-drive, 21-ft.
6-in. platform body, good order throughout.
1956 October, A.E.C. 96 Majestic twin-steer plat-
form lorry, air brakes, good order throughout,
unladen weight 5 tons 14 cwt. 56 lb.

1955 July, LEYLAND Comet 90 hydraulic tipper,
10-cu.-yd. all-metal body, unladen weight
4 tons 5 cwt.
1953 ALBION Chieftain, body rough, unladen weight
2 tons 19 cwt. 98 lb., best offers over £380.
Vanuaud van, new diff., good order.

1952 E.R.F. 5LW unit, good order throughout,
including cab and 18-ft. flat, and tyres as new.
1952 unladen weight 4 tons 18 cwt. 2 qt.
1951 FORD Thames petrol lorry, 14-ft. platform,
unladen weight 2 tons 12 cwt. 28 lb.
1950 COMMER (petrol) 5-ton, fitted 2-tir sheen
float, good order, unladen weight 3 tons 4 cwt.
14 lb.

1949 MAUDSLAY Meritor 8-wheel double-drive
chassis and cab only.
1949 ATKINSON 4LK unit platform lorry, good
order, unladen weight under 3 tons.
1948 SEDDON P6 unit platform lorry, good running
order, unladen weight 2 tons 17 cwt. 67 lb.
1948 LEYLAND Comet platform lorry, good order,
ex-brewery.

1955 SEDDON P6 unit platform lorry, good running
order, unladen weight 2 tons 17 cwt. 67 lb.
1948 LEYLAND Comet platform lorry, good order,
ex-brewery.

1955 SEDDON P6 unit platform lorry, good running
order, unladen weight 2 tons 17 cwt. 67 lb.
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ex-brewery.

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order, unladen weight 2 tons 17 cwt. 67 lb.
1948 LEYLAND Comet platform lorry, good order,
ex-brewery.

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, L.T.D.,

SUMMIT WORKS,
BURNLEY,
Phone 2201-4.

PRESTON STREET, BRADFORD, 7.
Bradford 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.

- 1955 LEYLAND Octopus, 600 engine, 5-speed box, double drive, brakes, good condition; choice of three.
- 1953 ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body, 4-ft. sides, twin underbody gear, very good condition.
- 1955 LEYLAND Octopus, in very good condition.
- 1957 COMMER TS3 6-wheeler, Boys axle, 22-ft. 6-in. body, air brakes.
- 1958 LEYLAND Comet 90 engine, bonneted-type 19-ft. body, 2-speed axle, tidy condition.
- 1954 LEYLAND Octopus, 24-ft. 6-in. timber body, excellent condition.
- 1957 ALBION Reiver, 23-ft. timber body, double drive, 4-cylinder Albion engine, choice of four, ALBION Chieftain, 24-ft. 6-in. timber body, side and tailboard, very good condition.
- 1956 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.
- 1952 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.
- 1952 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.
- 1957 GUY Warrior, Meadows engine, 5-speed gearbox, 2-speed rear axle, 21-ft. body, good condition.
- 1956 SEDDON MKD, Perkins P6 engine, 2-speed rear axle, fitted with Luton van body, 21 ft. 6-in. very good condition.
- 1956 -58, selection of BEDFORD 7-ton flat tippers, both petrol and oil, good condition.
- 1958 A.E.C. Mercury tractor, less fifth wheel, choice of two, excellent condition.
- 1955 -58, selection of FORD tippers and flats, all 4D.
- 1955 SEDDON 5L, Perkins P6 engine, 16-ft. wooden platform body, good condition.
- 1954 AUSTIN Loadstar, P6 engine, 12-ft. 6-in. wooden platform body, good condition.
- 1956 ATKINSON 8-wheeler, 6LW Gardner engine, double drive, platform body, good condition.
- 1959 Thames Trader tractor unit, fifth-wheel coupling.
- 1954 AUSTIN Loadstar tipper, B.M.C. 4-cylinder diesel engine.
- 1957 ALBION Clydesdale tipper, Leyland engine, 14-ft. 6-in. wood body.
- 1953 ALBION Clydesdale tipper, 4-cylinder diesel engine, 14-ft. 6-in. wood tipping body.
- 1956 BEDFORD A-type tractor unit, Scammell coupling.
- 1954 LEYLAND Comet 90 tractor unit, fifth-wheel coupling.
- 1958 A.E.C. 8-wheeler, double-drive tipper, good condition.
- 1957 COMMER TS3 6-wheeler, Boys axle, 23-ft. body.
- 1958 LEYLAND 8-wheeler, double-drive, 23-ft. 6-in. platform body, immaculate.
- 1955 COMMER TS3 tipper, 11-ft. 6-in. wood tipping body, single-rim undergear.

PHONE OR CALL.

PART-EXCHANGES ARRANGED.

COMBERHILL MOTORS, L.T.D.,
INGS ROAD, WAKEFIELD,
(6771, 10 LINES).

COUNTY DISTRIBUTORS FOR

ATKINSON VEHICLES.

MORRIS-B.M.C. AGENTS.

- NEW ATKINSON L1786X (Gardner 6LX) 17-ton 8-wheel double-drive chassis-cab.
- NEW ATKINSON T746X (Gardner 6LX 150 h.p.) 4-wheel tractor, fifth-wheel coupler.
- NEW MORRIS (B.M.C. 5.1-litre) 7-ton 150-in. and 160-in. wheelbase 4-wheel chassis-cabs ex stock.
- NEW MORRIS 7-ton 4-wheel 160-in. and 150-in. Milshaw alloy-timber tippers, ex stock.
- NEW MORRIS 7-ton 4-wheel 120-in. Milshaw tippers, 12-ft. timber body, Eaton axle, ex stock.
- NEW MORRIS FG model 4-ton petrol and 2-ton diesel ex stock, latest cab.
- 1959 BEDFORD SST1 (Bedford diesel) 7-ton short-wheelbase 8-cu.-yd. tipper, 2-speed axle.
- 1958 ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel 24-ft. platform, fibreglass body, 40 x 8.75 MORRIS-B.M.C. (5.1 diesel) 5- and 7-ton 4-wheel 17-ft. platform trucks, choice of two.
- 1957 A.E.C. Mercury Mk. II (7.75-litre) 8-10-ton 4-wheel 17-ft. Homalloy platform, very clean.
- 1956 ATKINSON M64LW (Gardner 4LW) 7-8-ton 4-wheel Milshaw tipper, 15-ft. alloy body.
- 1956 ATKINSON M64LW (Gardner 4LW) 7-8-ton 4-wheel Pilot tipper, 12.5-ft. alloy body.
- 1956 ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20.
- 1954 SEDDON (Perkins P6) 6-7-ton 4-wheel long-wheelbase platform and tipper.
- 1955 LEYLAND (Comet 90 diesel) 7-8-ton 4-wheeler, 20-ft. alloy platform, overtype cab.
- 1955 ALBION Chieftain (diesel) 4-wheel long-wheelbase platform and tipper, choice of two.
- 1954 FODEN 15 (Gardner 6LW) 8-wheel chassis-cab, 12-speed gearbox.
- 1954 ATKINSON M64LW (Gardner 4LW) 7-8-ton 4-wheel Pilot tipper, 12-ft. alloy body.
- 1947 FODEN 6LW 15-16-ton 8-wheel Milshaw tipper, wood body.

COMPLETE DETAILED LIST AVAILABLE.

YORK TRAILER DISTRIBUTORS.

HIRE-PURCHASE FACILITIES.

EXCHANGES.

COMBERHILL MOTORS, LTD

A38

865-346

Used Goods Vehicles (contd.)

FORD AND SLATER, L.T.D.,

LEYLAND, ALBION, SCAMMELL
TIPPERS.

- 1958 LEYLAND Comet, one normal-control medium-wheelbase tipper, alloy fixed-side and two timber drop-side bodies.
- 1957 LEYLAND Comet, normal-control medium-wheelbase tipper, 14-ft. timber double-drop-side body.
- 1957 LEYLAND Comet, normal-control medium-wheelbase tipper, 14-ft. timber drop-side body.
- 1957 B.M.C. 5-ton diesel tipper, 9-ft. timber drop-side body.
- 1954 BEDFORD 7-ton tipper, 6-cu.-yd. steel U body, petrol engine.
- 1955 BEDFORD 5-ton, P6, 13-ft. 6-in. timber double-drop-side body.
- 1955 DODGE 7-ton, R6, 13-ft. 6-in. x 2-ft. timber drop side.
- 1951 MORRIS 5-ton diesel tipper, 5-cu.-yd. timber drop-side body.
- 1950 LEYLAND Comet, normal control, short wheelbase, 10-ft. 9-in. by 2-ft. 6-in. timber drop side.
- 1953 BEDFORD 5-ton, P6, 13-ft. 6-in. by 7-ft. 6-in. by 2-ft. timber drop side.
- 1958 BEDFORD 5-ton, G.M.C. engine, 14-ft. by 4-ft. steel fixed sides.
- 1948 SEDDON 6-ton, P6, 11-ft. 6-in. by 4-ft. timber drop side.
- 1953 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 3-ft. 6-in. alloy drop side.
- 1956 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 3-ft. timber drop-side.
- 1953 SEDDON 4-ton, P4, 10-ft. timber drop side.
- 1955 LEYLAND Comet, normal control, medium wheelbase, 13-ft. 4-in. by 4-ft. timber fixed side.
- 1956 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 21-ft. 9-in. timber drop side.
- 1955 AUSTIN 5-ton, 12-ft. by 7-ft. 6-in. by 2-ft. timber drop side.
- 1957 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 2-ft. timber drop side.
- 1958 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 2-ft. timber drop side.
- 1954 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 2-ft. timber drop side.
- 1955 LEYLAND Comet, normal-control medium-wheelbase, 14-ft. 6-in. x 4-ft. timber fixed sides.
- 1957 BEDFORD 5-ton, R6, 15-ft. x 2-ft. steel drop sides.
- 1956 BEDFORD 5-ton tipper, 12-ft. x 2-ft. steel drop sides.

PLATFORMS.

- 1958 AUSTIN 7-ton, 16-ft. 6-in. timber double-drop-side.
- 1957 AUSTIN 5-ton, diesel, 14-ft. 3-in. timber platform bodies; choice of two.
- 1957 COMMER TS3, 19-ft. timber drop-side body.
- 1955 BEDFORD 7-ton, petrol, 16-ft. timber flat.
- 1956 BEDFORD 7-ton, R6 engine, 16-ft. timber flat.
- 1956 MAUDSLAY 7-ton, 17-ft. 6-in. timber flat.
- 1948 MAUDSLAY twin steer, 20-ft. timber flat.
- 1948 SENTINEL 7-ton, 17-ft. 9-in. timber flat.
- 1950 SEDDON 6-ton, P6, 16-ft. 9-in. timber flat.
- 1953 LEYLAND Comet, normal control, medium wheelbase, 16-ft. 6-in. timber flat.
- 1946 FODEN 7-ton, 17-ft. 10-in. timber drop-side.
- 1950 MAUDSLAY Mogul, A.E.C. 7.7 engine, 20-ft. timber flat.
- 1957 LEYLAND Comet, forward control, long-wheelbase, 9-ft. timber flat.
- 1956 ALBION Chieftain, 16-ft. 6-in. by 18-in. double-drop sides.
- 1957 FORD Trader tractor unit with 22-ft. timber platform trailer.
- 1958 DODGE 6-ton, 16-ft. timber double-drop-sides.
- 1952 DENNIS 20-ft. 9-in. timber flat.
- 1956 COMMER TS3 18-ft. 6-in. timber drop sides.
- 1947 LEYLAND Beaver, 20-ft. timber flat; choice of two.
- 1959 LEYLAND Comet, forward control long wheelbase, 19-ft. timber flat.

VANS.

- 1955 BEDFORD 7-ton, R6, fitted 16-ft. 9-in. by 7-ft. by 7-ft. 6-in. van body.

FORD AND SLATER, L.T.D.,

LEYLAND, ALBION,

GWENDOLEN ROAD, LEICESTER,

Phone 36117-9. 865-20

FERRARIS OF CRICKLEWOOD, L.T.D.,

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

- 1952 3-way AUSTIN van, choice of several.
- 1954 AUSTIN 5-ton diesel alloy-body boxvan.
- 1957 DODGE 5-ton diesel truck, 16-ft. 6-in. double-drop-side, 9.00 x 20 tyres, one only.
- 1959 FORDSON 15-cwt. van in beige, with extras.
- 1957 Thames 80-cu.-ft. Luton, 4D.
- 1957 MORRIS J2 15-cwt. van, one owner.
- 1955 MORRIS LD3 30-cwt. van, petrol, nice vehicle, choice of two.
- 1952 BEDFORD 7-ton Comet diesel long-wheelbase truck.
- 1955 5-cwt. Thames van.
- 1957 BEDFORD 10-12-cwt. pick-up truck.

Used Goods Vehicles (contd.)

OVER 100 MODERN

COMMERCIAL VEHICLES

TO CHOOSE FROM

YOUR INSPECTION INVITED.

COMPARE OUR PRICES.

WE GUARANTEE TO GIVE SATISFACTION
AND SAVE YOU MONEY.

YOUR VEHICLE TAKEN IN PART-EXCHANGE.

- 1960, March, FORD Trader 7-ton long-wheelbase flat, 9.00 x 20 tyres, 4,000 miles, as new, £1,050.
- 1959 B.M.C. 7-ton, power steering, high-speed 4LW, 9.00 x 20 tyres, very clean, £875.
- 1959 BEDFORD 5-ton diesel truck, as new, £775.
- 1959 FORD Trader 6D 7-ton tipper, very clean, choice of two, each £975.
- 1959 FORD Trader 6D 7-ton platform lorry, choice of 10, from £850.
- 1959 GUY Otter tipper, 8 cu. yd. double drop-side all-steel square body, 4LK Gardner engine, 3-speed axle, £1,150.
- 1958 BEDFORD D-type 300 diesel engine, 6-ton short-wheelbase tipper, very good condition, choice of three, each £725.
- 1958 GUY Otter, 4LK Gardner engine, 1740 6-in. flat, 2-speed axle, £775.
- 1957 October, FORD Trader 4D long-wheelbase 3-ton drop-side flat, £565.
- 1957, Late, BEDFORD long-wheelbase 5-type, 11-ton engine chassis and cab, suitable for lorry, £375.
- 1956 ATKINSON Luton van, complete new body, 1,650 cu. ft., 4LK Gardner engine, bargain, £1,000.
- 1954 ALBION Chieftain long-wheelbase platform truck, £395.
- 1953, DODGE P6, Eaton 2-speed, 15-ton extended chassis, large capacity boxes, tyre as new, only needs servicing, £295.

SPECIAL REDUCTIONS.

TRADE PRICES.

- 1959 FORD 15-cwt. Luton van, as new, £600.
- 1957 7-ton B.M.C. flat, 6-cylinder diesel engine, 900 by 20 tyres, power steering, Eaton 2-speed axle, to clear, £600.
- 1957 December, FORD 4D long-wheelbase cab and extended chassis, £525.
- 1957 BEDFORD 7-ton flat, with 300 engine, 5 type, £650.
- 1956, December, BEDFORD long-wheelbase drop-side truck, immaculate condition, diesel engine, £500.
- 1956 May, AUSTIN B.M.C. 5-ton diesel long-wheelbase flat, £550.
- 1956 FORD P6 short-wheelbase wooden bodied tipper, bargain, to clear, £300.
- 1956 AUSTIN B.M.C. flat, 5-ton, diesel engine, to clear, £350.
- 1956 COMMER TS3 18-ft. 6-in. flat, 900 by 20 tyres, £500.
- 1956 AUSTIN extended chassis, 20-ft. platform van, 2-speed axle, petrol engine, £350.
- 1955 November, FORD 4D 30-cwt. diesel van, £280.
- 1955 AUSTIN Luton van, 900 cu. ft. approx. 4-cylinder B.M.C. diesel engine, £395.
- 1954 SEDDON 3-ton boxvan, diesel engine, choice of three, each £275.
- 1954 SEDDON Mark 7 15-ft. flat, £250.
- 1954 DODGE long-wheelbase drop-side truck, Perkins diesel engine, 900 by 20 tyres, in excellent condition.
- 1954 BEDFORD 30-cwt. van with Perkins P4 engine, separate cab, £285.
- 1954 AUSTIN Luton van, diesel engine, 950 cu. ft. approx., very good condition, £275.

YOUR INSPECTION INVITED.

LET US QUOTE YOU FOR A BODY (ALL TYPES)
BUILT TO YOUR OWN SPECIFICATION.

W. JONES (MANCHESTER), L.T.D.

TROJAN AGENTS.

RUTLAND STREET GARAGES,

SWINTON.

All inquiries: Phone, Swinton 2036 and 2037.
Telegraphic address: Moniesaver, Swinton, Lancs.
GARAGE OPEN DAILY (INCLUDING SUNDAY).
WEEK-END, 10 A.M. TO 5 P.M. 865-30

WRAY PARK GARAGES, L.T.D.

MORRIS DISTRIBUTORS.

REIGATE 2263 (SURREY).

NEW VEHICLES AVAILABLE FOR

IMMEDIATE DELIVERY.

- MORRIS-COMMERCIAL 3-ton FG drop-side truck, diesel.
- MORRIS-COMMERCIAL 30-cwt. FG chassis-cab, petrol and alloy 1955.
- MORRIS-COMMERCIAL 30-cwt. chassis and front end, diesel.
- 2-TON FG-type cab, drop side, diesel.
- 5-TON FT drop-side truck, diesel.
- GOOD STOCKS OF
- SECOND-HAND VEHICLES
- AS BELOW:—
- MORRIS 1958 1-ton van, in good condition, £310.
- 1958 AUSTIN 152 15-cwt. van, 15,000 miles, £385.
- 1957 LAND ROVER 88-in., petrol, green, low mileage, one owner, £425.
- 1956 AUSTIN 5-ton drop-side truck, £435.
- 1955 AUSTIN 1-ton LD1 van, in primer, £250.

Used Goods Vehicles (contd.)

VAUXHALL AND

WE

CHIPPING

Chipping

YORK trailer—full

under axle up

TRADE FOR

Devon and Cor

SPECIAL "A"

SEDDON, 1958

Gardner 4LW

8 passenger seats

ride, Eaton 2-sp

all round, 3

equipping as a special

BEDFORD, normal

7-ton drop-side

available for immed

BEDFORD, 12-1

D 3-speed axle,

complete with

on, 12-ton 26-ft

width, on 9-in

loading gear, etc.

BEDFORD 15-cw

B 8 passenger seats

BEDFORD 15-cw

B 8 passenger seats

B 8 passenger seats

B 8 passenger seats

B 8 passenger seats

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MODERN VEHICLES
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7-ton long-wheelbase flat
200 miles, as new, £1,500.
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Gardner engine, 1741,
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PRICES.

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A BODY (ALL TYPES)
IN SPECIFICATION.

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10-ton FG drop-side truck.

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de. diesel.

diesel.

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good condition, £310.

van, 15,000 miles, £885.

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used axle up to 27 ft.
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15-ton 26-ft. long, 8-ft. 6-in. inside headroom, 7-ft.
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x 20 tyres, very well cared for by one owner-driver,
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good condition, £350.

BEDFORD 1957 R6 Boys rigid 6-wheeler, 21-ft. plat-
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BEDFORD 1954 5-ton long-wheelbase petrol chassis-cab,
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15 ft. in long, 8 ft. 6 in. headroom, 7 ft. 3 in. wide,
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platform in the cab trailing axle 6-wheeler, all good
tyres, this machine is fitted now about a
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BEDFORD 1951 7-ton petrol long-wheelbase platform,
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dition, £650.

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tipper, very careful operator, £750.

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DODGE 1953 P6 tractor unit, fitted with S.A.E.
coupling, good condition, £500.

E.R.F. 1946, Gardner 5LW, complete with new
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condition throughout, tractor unit is well-known C-licence
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AUSTIN 1953 P6 Loadstar tractor unit, 21-ft. Tasker
tractor, good condition throughout, £425.

AUSTIN 1951 petrol Loadstar, fitted with 21-ft.
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DODGE Model 244R 7-ton normal-control diesel
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DODGE Model 3123P 6-ton forward-control diesel
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trailer.

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TWO only, 1955 DODGE Model 103, BP6, short-
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capacity fixed-side wood body tipper.

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tipper, petrol engine.

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body, diesel engine.

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1955 STANDARD 10 pick-up, excellent condition.

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1957 5-ton B.M.C. 6-cylinder diesel truck, 8.20 x 20
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1956 3-ton FORD 4D truck, £425.

1956 MORRIS 30-cwt. diesel truck, £390.

1956 FORD 4D tippers, from £250.

1956 7-ton B.M.C. diesel truck, 2-speed axle,
power steering, Michelin tyres, £600.

1953 GUY platform truck, with insulated container,
P6, £600.

1952 MORRIS 5-ton diesel, body rough, £150.

1955 FORD 5-cwt. van, £225.

1950 FORD 2-ton truck, £900.

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P6 diesel, £350.

BEDFORD 1955 5-ton short-wheelbase steel-bodied
trailer, petrol engine, £250.

AUSTIN 1954 5-ton long-wheelbase drop-side truck, P6
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FOR immediate delivery.

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petrol engine. 865-477

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1959 BEDFORD chassis and cab, diesel, long wheel-
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1955 FORD 4D, long wheelbase, reconditioned engine,
£350.

1953 BEDFORD 5-ton long-wheelbase, Baico exten-
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1951 AUSTIN 2-ton, long wheelbase, £50.

1955 AUSTIN dairy truck, diesel, £250.

TIPPERS.

1955 BEDFORD 5-ton short-wheelbase diesel, £550.

1956 BEDFORD 2-3-ton 2-wheelbase, petrol, £435.

VANS.

1951 BEDFORD 5-ton Luton van, £100.

1955 BEDFORD 10-cwt. van, £150.

1955 AUSTIN 1-ton van, £275.

1956 AUSTIN 1-ton van, £325.

1955 COMMER 25-cwt., £275.

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SELECTION BEDFORD vans.

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NEW 15-cwt. BEDFORD van.

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DECEMBER (1956) BEDFORD 5-1ton short-wheelbase petrol tipper, £350.

JUNE (1954) BEDFORD 7-1ton long-wheelbase diesel tipper, £425.

DECEMBER (1955) BEDFORD 7-1ton long-wheelbase diesel tipper, £475.

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AND further used commercials in our ever-changing stock.

FULL range of small vans.

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1945 CHOICE of two SEDDON Scammell tractor units, clear, £85 each.

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NEW BEDFORD Workabuses.
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1956 HILLMAN estate car, nice condition, £400.

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1957 B.M.C. 7-ton drop-side body with alloy truck chassis, power steering, 2-speed axle, 5.00 x 16 tires. In first-class condition, ready to work, choice of paint.

1957 BEDFORD 7-ton short-wheelbase tipper. Diesel engine in excellent condition, new tyres all round, 16" x 18" container with Luton, deck, etc.

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1956 THORNycROFT Sturdy Star platform in choice of two, both in fair condition. One 20-ton, 16" x 18" container with Luton, deck, etc. The other very close running, 16" x 18" container.

1950 BEDFORD 3-ton van with ample shelving, good mechanical order. Ideal for travelling.

(STOKE), L.TD.,
BEING UNSOLD THE
COMMERCIAL VEHICLES
NUINE WARRANTY—
ton diesel van, £300.

ton medium-wheelbase diesel
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Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL), L.TD.
LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Bradford 681144.

EARLY DELIVERY.

NEW A.E.C. Mercury, 14-ft. 6-in. wheelbase.
NEW FODEN 8-wheeler 24-ft. flat.
NEW ATKINSON Twin Steer, 6LW.
NEW LEYLAND Beaver tractor with fifth-wheel coupling and B.T.C. trailer.
NEW A.E.C. Mercury, 17-ft. 3-in. wheelbase.
NEW A.E.C. Matador tractor.
NEW ALBION Chieftain with 6-speed box and 9.00 x 20 tyres. Milshaw gear and rack stabilizer.
NEW ALBION Chieftain with 6-speed box and 9.00 x 20 tyres.
NEW ALBION Reiver 6-wheeler tipper chassis.
NEW ALBION Reiver single drive.
NEW BEDFORD, 18-ft. drop-side body.
NEW BEDFORD 12-ton tractor, Scammell coupling.
NEW BEDFORD 7-ton tipper.
NEW E.R.F. tractor.
NEW FORD Traders, 138-in. wheelbase tippers, drop-side body, 9.00 x 20 tyres.
NEW FORD, fitted with Primrose 6-wheel conversion, 14.00 x 20 tyres.
NEW FORD, 160-in. wheelbase, 9.00 x 20 tyres.
NEW FORD Anthony holist tippers, 108-in. wheelbase, 9.00 x 20 tyres.
NEW FORD Trader 7-tonner, 9.00 tyres, Balco extension to take 21-ft. 6-in. body.
NEW LEYLAND Comet 3R.

USED 8-WHEELERS.

1958 A.E.C. 8-wheeler, 9.6, 5-speed box, 24-ft. flat.
1955 LEYLAND Octopus 600, double drive, 24-ft. flat, fitted reconditioned engine.
1950 MAUDSLAY, 6LW, double drive, 9.00 x 20 tyres, very good condition.
1950 ATKINSON, 6LW, double drive.
1952 LEYLAND 8-wheeler.
1949 FODEN, 24 ft., 40 x 8 tyre equipment.

USED TIPPERS.

1958 LEYLAND Comet tipper, fitted Eaton 2-speed, Milshaw gear, with rack stabilizer, 15-ft. 6-in. alloy body.
1955 A.E.C. Mercury Mark I, fitted alloy body.
1946 ATKINSON, 6LW, twin-ram gear fitted, 21-ft. wood body, fixed sides, 40 x 8 tyre equipment.
1946 E.R.F., 7.7, fitted new gear and body.
1958 BEDFORD, Leyland Comet engine, Milshaw gear and 16-ft. 6-in. alloy body, 9.00 x 20 tyres, one choice of three.
1952 ALBION 8-wheeler heavy-duty long-wheelbase tipper, Pilot gear, 21-ft. body.
1956 ALBION Chieftain, fitted Milshaw gear, 15-ft. 6-in. alloy body, 9.00 x 20 tyres.
1952 ALBION heavy-duty tractor, fitted with new 4-in-line B.T.C. tipping trailer, drop-side, 14-wheel coupling.
A Number of cheap 4-wheel tippers.

USED ARTICULATED VEHICLES.

1952 LEYLAND Comet 90 tractors, ex Shell-Mex, as new.
1956 SEDDON, R6, Eaton 2-speed, fitted with 24-ft. Currimore trailer, 9.00 x 20 Michelin tyres, ex Currimore operator.
1952 ALBION HD tractor, fitted with new 4-in-line B.T.C. trailer on 10.00 x 20 (16-ply) tyres.

USED TWIN STEERS AND 6-WHEELERS.

1954 A.E.C. Majestic Twin Steer.
LATE 1949 E.R.F. Twin Steer, 5LW.
1948 ATKINSON, fitted 5LW, double drive.
1945 46 E.R.F. Twin Steer, fitted 7.7 engines; choice of three.

USED 4-WHEELERS.

1956 57 E.R.F., 4.4 (G), fitted 20-ft. bodies, immaculate condition; choice of four.
1950 A.E.C. Monarch, medium wheelbase, ex one mistry; choice of three.
1956 BEDFORD S type, R6 engine, long wheelbase.
1958 LEYLAND Comet, Eaton 2-speed, forward control.
1957 LEYLAND Comet, forward control, Eaton 2-speed.
1955 ALBION Chieftain, fitted with alloy body and sides, first-class condition throughout.
1954 55 SEDDONS.
1954 A.E.C. Monarch, 7.7 engine, fitted with 9.00 x 20 tyres, 20-ft. 6-in. bodies, C-licence choice of three.
1954 THORNYCROFT Sturdy, fitted with 21-ft. GLV, fitted 4LK.
1953 A.E.C. passenger chassis, fitted with new cab, 11.00 x 20 tyres.
1960 ALBION Chieftain, 900 tyres, 6-speed box.
1957 A.E.C. Mercury Mark II, choice of two.
1955 BEDFORD petrol, fitted new horsebox body.

(Continued in next column)

Used Goods Vehicles (contd.)

1954 SEDDON, P6, fitted new horsebox body.
1953 LEYLAND Comet tractor 90, Scammell fitting.
1949 A.E.C. Monarch; choice of three.
CHOICE of 50 other 4-wheelers, cheap to clear.

NEW trailers in stock by Scammell, Dyson and Currimore.
WE have the following engines for immediate disposal:
6LW, 5LW, 4LW, complete, 4LK, Perkins P6 and Perkins R6, 4, 5-speed gearboxes, all makes.
PS1 Engines and A.E.C. 7.7. Back axles and gearboxes for all makes.

HIRE-PURCHASE.

NIGHT PHONE, CLECKHEATON 2461-2.
MIRFIELD 3183, 2160.
WALES: S. COWDELL, NEWPORT 59866.
865-319

PART-EXCHANGES.

NEW FORD Trader 6D Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
NEW FORD 7-ton tractor, fitted with 9.00 x 20.
NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.
NEW 5-ton 6D long-wheelbase truck.

A. E. C. CONNORTON, L.TD.

AUTHORIZED FORCE AGENTS.

NEW FORD Trader 6D Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
NEW FORD 7-ton tractor, fitted with 9.00 x 20.
NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.
NEW 5-ton 6D long-wheelbase truck.

1960 Model 7-ton AUSTIN chassis-cab, one owner, C licence, £800.
1958 B.M.C. 10-ton tractor unit, 5th-wheel coupling, 14.25
1957 Thames 7-cwt. van, £165.

1954 AUSTIN 5-ton boxvan, P6 engine, £125.
1953 November, BEDFORD long-wheelbase truck, fitted with Perkins P6 engine, £450.
1953 SEDDON articulated, P6, C licence, good condition, £265.
1953 AUSTIN long-wheelbase truck, Perkins P6, double-drop-side bodies, choice of five, £200 each.

1951 LEYLAND Comet, medium wheelbase, £225.
1950 A.E.C. 8-wheeler, hydraulic tipper, double drive, air brakes, £225.
1948 A.E.C. medium wheelbase, 7.7 engine, £225 each.

HIRE-PURCHASE arranged.
CONNORTON, 328 Briarton Rd., S.W.9. Brixton 7962.
Pollards 2421. 865-515

TILBURY'S (SOTON), L.TD.
CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.
COMMER-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P. TERMS.

1956 BEDFORD diesel long-wheelbase, fitted with cattle container.
1955 SEDDON diesel Mk. 8R, Scammell tractor unit, in good order and condition.
1954 SEDDON diesel Mk. 12, fitted with 18-ft. 6-in. platform body, modified R6 engine, 18500 twin-speed axle, 9.00 x 20 tyre equipment, one C-licence owner.
1954 SEDDON diesel Mk. 5-L, P6 engine, one owner, fitted with drop-side body.
1952 LEYLAND Comet, fitted with box van body, one owner.
1950 MORRIS diesel Saurer 5-ton drop-side body, above average condition, one C-licence owner.
1949 MAUDSLAY 4-wheeler with 4-wheel trailer, good condition, in good condition.
1947 E.R.F. tractor unit with 24-ft. semi-trailer, one owner.

ALWAYS IN STOCK.

DIESEL AND PETROL VEHICLES.

FROM £100-£300. 865-497

BEECH'S GARAGE (HANLEY), L.TD.
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

1957 B.M.C. 7-ton long-wheelbase, 18-ft. drop-side body, 2-speed axle, 8.25 x 20 tyres, in excellent condition.
1955 BEDFORD 7-tonner, Scammell tractor, R6 engine, complete with 23-ft. 10-ton platform trailer.
1958 COMMER diesel 6-wheeler, Boys extension, 22-ft. drop-side body, 9.00 x 20 tyres, air brakes, excellent condition.
1957 SEDDON long-wheelbase hydraulic tipper, fixed-side body, 15 ft. by 4 ft. by 7 ft., P6 engine, 8.25 x 20 tyres, in very good condition.
1953 A.E.C. Monarch, 7.7-litre engine, 10.00 x 20 tyres, 18-ft. platform body, ex C-licence user, in first-class condition.
1954 BEDFORD A-type petrol steel-bodied tippers, choice of several.
1953 E.R.F. 6-tonner, 4LK engine, 16-ft. drop-side body, 8.25 x 20 tyres, in very good condition.
1957 FODEN 8-wheeler, 24-ft. platform body, 6LW engine, double drive, 9.00 x 20 tyres, in excellent condition.
1959 September, FORD 7-ton Trader, 17-ft. drop-side body, 9.00 x 20 tyres, in very good condition.
1959 B.M.C. 7-tonner, 18-ft. platform body, 2-speed, 9.00 x 20 tyres.
1954 BEDFORD 2-ton Spurling van, in very good condition.
NEW BEDFORD 12-ton tractor, Scammell coupling, Leyland engine, 5-speed box.

BEECH'S GARAGE (HANLEY), L.TD.
LEEK ROAD, HANLEY, STOKE-ON-TRENT.
S-on-T. 23038 and 23039. 865-546

Used Goods Vehicles (contd.)

W. HAROLD PERRY, L.TD.
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

Thames 4-ton 4D tipper, £350.
1956 BEDFORD 3-4-ton long-wheelbase truck, £175.
1950 BEDFORD 5-ton long-wheelbase truck, £200.
1958 Trader 4D 5-ton platform, long wheelbase, £775.
1952 Thames 5-ton boxvan, long wheelbase, £295.
1948 BEDFORD O-type prime mover, £175.
1956 BEDFORD 5-cu.-yd. tipper, £445.
1956 BEDFORD Luton van, 1,250 cu. ft., £625.
1956 SEDDON Mk. VIII P6 artic. unit with trailer, £1,350.
1956 Thames 30-cwt. truck, £275.
1956 Thames long-wheelbase 5-ton truck, 4D, £450.
1955 Thames 4D 5-ton boxvan, £425.
1949 Thames 5-ton long-wheelbase truck (Com Cutter engine), £120.

HARROW 1031.
OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS
AND TO
5.30 P.M. SATURDAYS. 865-128

CAR MART, L.TD.
SIX MONTHS' GUARANTEE
WHERE STATED.

1956 BEDFORD 3-ton diesel drop-side truck, guaranteed, £445.
1958 FORD Escort estate car, guaranteed, £425.
1959 FORD Thames 15-cwt. van, 14,000 miles, £395.
1954 MORRIS J-type 12-seater utility, £265.
1958 LAND ROVER truck and tilt, 88-in. wheelbase, 10,000 miles, £525.
1957 BEDFORD 25-cwt. diesel Spurling, guaranteed, £535.
1957 MORRIS Minor 5-cwt. van, guaranteed, £325.

THE CAR MART, L.TD.
WELSH HARP,
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Hendon 6500. 865-72

THE NIGHTINGALE ENGINEERING CO., L.TD.

1948 THORNYCROFT 8-wheeler platform, good condition.
1951 E.R.F. (twin-steer) platform, good condition.
1954 SEDDON, good condition.
1955 THORNYCROFT 8-wheeler flat platform, metal body, excellent condition.
1956 THORNYCROFT 8-wheeler, flat platform, metal body, excellent condition, choice of two.
1958 DENNIS Pax flat platform, first-class condition.
WESTERN LANE, London, S.W.12. Battersea 2193. 865-141

WHEELERS (MOTORS), L.TD.
MORRIS-COMMERIAL DISTRIBUTORS.
YEovil, SOMERSET.
Phone, Yeovil 2561-2-3.

1959 September, MORRIS prime mover (diesel), 8.25 x 20 tyres, Eaton 2-speed axle, complete with 25-ft. York double-drop-side trailer, little used and in exceptional condition.
1957 December, MORRIS J2 15-cwt. cattle truck.
1956 October, 7-ton B.M.C. Eaton 2-speed, power steering, alloy platform body.
1956 MORRIS 3-ton B.M.C. diesel forward-control drop-side truck excellent condition.
1955 AUSTIN Loadstar all-steel tipper, P6.
1954 (Late) COMMER TS3 diesel 7-ton truck.
1954 BEDFORD 5-ton normal-control platform trucks, P6 diesel; choice of two.
1954 October, BEDFORD 2-3-ton cattle truck, SEVERAL new MORRIS-COMMERIAL vehicles in stock.
FAVOURABLE delivery on all models.

3,200-GAL trailer tankers, in very good condition (choice of two).
IMMEDIATE delivery MORRIS 5-ton forward-control drop-side truck, Eaton 2-speed axle, 8.25 x 20 tyres.
MORRIS 7-ton 120-in. wheelbase chassis-cab, 9.00 x 20 tyres, Eaton 2-speed axle and power steering. 865-342

DUNNS MOTORS, L.TD.
TAUNTON AND EXETER.
Phone, Taunton 2607-8.
FOR COMMER, KARRIER.

1956 FORD 4D 4-ton long-wheelbase drop-side, helper springs, low mileage; excellent condition, £450.
1946 BEDFORD 3-ton van, £100.
1960 Second-hand 7-ton COMMER TS3 13-ft. 6-in. wheelbase drop-side, low mileage, O/S tyres, 865-113

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Used Goods Vehicles (contd.)

RUFFORD MOTOR CO. LTD.

OFFER FOR EARLY DELIVERY NEW E.R.F. AND DODGE TRUCKS, ALL MODELS.

ALSO

NEW DODGE 7-ton hydraulic tipper, Leyland engine, immediate delivery.
NEW DODGE Boys 18-ft. tipper, Leyland engine, immediate delivery.
1953 A.E.C. 8-wheel hydraulic tipper, 9.6 engine, air brakes, 18-ft. alloy body with Carrimore tipping trailer.
1956 ATKINSON 8-wheel, 24-ft. flat, reconditioned tipper.
1954 ATKINSON, 4LW, 15-ft. hydraulic tipper.
1951 ATKINSON 8-wheel, 24-ft. drop-sided truck.
1956 BEDFORD 5-ton, A-type, long-wheelbase drop-sided truck.
1956 BEDFORD 7-ton long-wheelbase drop-sided truck.
1954 BEDFORD A type, 600 cube van, petrol engine.
1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine. B.M.C. 7-ton, Baico extension, 20-ft. flat.
1957 DODGE R6, 7-ton, 15-ft. hydraulic tipper.
1955 DODGE long-wheelbase 13-ft. hydraulic tipper. P6 engine.
1954 DODGE 7-ton, R6, 15-ft. hydraulic tipper, new tyres.
1953 E.R.F. hydraulic tipper, reconditioned 4LW engine, drop-sided.
1947 FODEN 8-wheel flat, latest-type 2-stroke engine, immaculate condition.
1958 FODEN 8-wheel D.D. hydraulic tipper, reconditioned engine, new tyres.
1946 FORD 7-ton Trader, flat.
1958 FORD D long-wheelbase truck, new engine.
1956 FORD D steel-bodied truck, very clean.
1956 LEYLAND 8-wheel D.D. 22-ft. hydraulic tipper, very clean.
1952 LEYLAND Comet, choice of two.
1956 SEDDON long-wheelbase 15-ft. hydraulic tipper.
1956 MILLING-STEVENS passenger chassis, fitted 1500 cube furniture van body with seating for five passengers.
TRAILER, 24-ft. flat, double wheels, £275.
ALL types of bodies built in wood and alloy.
HIRE-PURCHASE, low deposits and part-exchanges.

MILE HILL GARAGE,

CHESTERFIELD - ROAD NORTH, MANSFIELD.
Phone 2314-5. 865-516

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DISTRIBUTORS.
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RETAIL DEALERS WOLSELEY.

MORRIS.

1958 MORRIS 7-ton drop-side lorry, power steering, single-speed axle.
1956 7-ton drop-side lorry, diesel, fitted power steering, 2-speed axle.
1954 5-ton forward-control drop-side lorry, diesel.
1954 5-ton forward-control drop-side lorry, 5.1-litre diesel.
1953 30-cwt. normal-control drop-side lorry, petrol.

MISCELLANEOUS.

1956 FORD 30-cwt. normal-control drop-side lorry, diesel.
1953 AUSTIN 5-ton loadstar, petrol.
1955 AUSTIN large-capacity van.

DISTRIBUTORS' allowances on part-exchanges.

TERMS and part-exchanges arranged.

SHOWROOMS: Darlington St., Wolverhampton, Phone. 20456.
FULL range of MORRIS-COMMERCIAL and B.M.C. vehicles available for immediate demonstration and delivery. 865-186

ELT BROS. L. TD.

1956 AUSTIN (B.M.C.) short-wheelbase diesel tippers, choice of several from £295.
1955 BEDFORD 10-12-cwt. CA van, £120.
1958 Thames 15-cwt. Kenex personnel carrier, £365.
1953 BEDFORD A-type petrol 5-ton long-wheelbase platform lorry, low mileage, excellent tyres, £235.
1956 BEDFORD A-type 5-ton long-wheelbase lorry, P6 diesel, 17-ft. 6-in. body, showroom condition, £475.
1953 DODGE 5-ton short-wheelbase tipper, P6 diesel, 2-speed axle, £250.
1956 BEDFORD A-type 5-ton short-wheelbase tipper, P6 diesel, Anthony hoist gear and body, £365.
1957 B.M.C. 7-ton short-wheelbase diesel tippers, steel bodies, choice of several from £450.
1954 AUSTIN Loadstar 5-ton short-wheelbase tippers, petrol engines, choice of two, £150.

ELT BROS. L. TD.

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Used Goods Vehicles (contd.)

COVENTRY AND JEFFS, L. TD.
COMMERCIAL-VEHICLE SPECIALISTS.
WE OFFER

FOR DELIVERY NOW

NEW NEW NEW

DODGE 3144AZ chassis and cab, 375 Leyland engine, 18,500, Eaton axle 9.00 x 20 tyres, list price.
DODGE 3145AZ chassis and cab, Leyland engine, Eaton axle, 9.00 x 20 tyres, list price.
SEDDON 7-tonner standard drop-side truck, Leyland engine, 6-speed gearbox, heater, etc.

WE OFFER THE FOLLOWING

USED COMMERCIAL VEHICLES.

FLATS, DROP-SIDES.

BEDFORD 1955 standard 5-ton drop-side truck, P6 engine, tyres reasonable, general condition good, in primer paint, one owner, choice of two, £525.
SEDDON 1956 Mark 5L flat platform, high-loading head-board. Perkins P6 engine, clean, tyres reasonable, £650.
DODGE 1956 standard double-drop-side 7-tonner, one owner from new, a clean truck, £695.
FORD Thames Trader 1958, standard drop-side truck, well tired all round, one owner, £850.
ATKINSON 8-wheel 1953, double drive, 24-ft. flat platform, in good condition all round, £1,050.

TIPPERS TIPPERS TIPPERS

FORD Thames Trader, February, 1960, standard 7-ton, all-metal body, 7,000 miles only, owner-driven; this truck, as new, £1,350.
DODGE 1954P standard tipper, in first-class condition all round, ready for work now, £650.
SEDDON, 1951, Perkins P6 engine, twin ram under-floor gear well tired all round, £400.

THE ABOVE ARE A SMALL SELECTION OF OUR USED VEHICLES

"WE MAY HAVE THE ONE YOU NEED."

WHY NOT WRITE, PHONE OR CALL?

ATKINSON. DODGE. SEDDON. FORD.
24-HOUR SERVICE.

STAFFORD STREET,

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BRISTOL, 3.
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COLESHILL ROAD,
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THE COMMERCIAL VEHICLE SPECIALISTS
OFFER THE FOLLOWING CAREFULLY SELECTED USED VEHICLES.

FORD 1959 Thames Trader 7-ton short-wheelbase tipper, fitted with 6D diesel engine, Edbro tipping gear and steel U-shaped body, ready for immediate work.
FORD 1959 Thames Trader 5-ton short-wheelbase tipper, fitted with 6-cylinder petrol engine, heater, flashers, etc., Edbro underfloor tipping gear and 10-ft. 6-in. wooden drop-side body, very useful vehicle, in first-class condition.
LEYLAND 1955 Octopus platform truck, fitted with Leyland 680 engine and 24-ft. 6-in. wooden body with extended headboard; this vehicle is in very good condition throughout.
SENTINEL 1954 light 6-wheel truck, fitted with 19-ft. S wooden tipping body with 4-ft. high sides, tyres and general condition very good. 865-180

HENLYS (BRISTOL), L. TD.

VICTORIA STREET,
BRISTOL.
Bristol 27757.

1955 AUSTIN 5-ton forward control platform truck, B.M.C. diesel, excellent condition throughout, primer finish, £425.

1955 AUSTIN 4-ton normal-control drop-sided truck, B.M.C. diesel, sound throughout, £350.

1954 DODGE 5-ton drop-sided truck, P6, £270.

1954 SEDDON flat platform truck, P6, well maintained and in good condition, £300.

1956 AUSTIN 3-ton normal-control drop-sided truck, B.M.C. diesel, £325.

1956 AUSTIN 3-ton forward-control drop-sided truck, petrol—excellent vehicle, £325.

1951 GUY Otter, Gardner 4LW, 2,500 miles only, Eaton axle, far above 1951 condition, offers. 865-8838

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THE NAME THAT MEANS A GOOD DEAL.

MARSTON MOTOR CO. L. TD.

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USED LUTONS FROM STOCK.

1957 FORD Thames 4D 950-cu.-ft. pantechicon.

1955 AUSTIN 3-ton normal-control diesel 1,000-cu.-ft. Luton van.

1952 BEDFORD passenger chassis, integral pantechicon, 1,500 cu. ft., Perkins diesel conversion June, 1958, in grey primer.

1951 BEDFORD passenger chassis, as above.

MISCELLANEOUS USED COMMERCIALS.

1957 BEDFORD Workobus, red-cream, £375. 865-79

Used Goods Vehicles (contd.)

1952 BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £150.
1951 BEDFORD 5-ton long-wheelbase flat truck, diesel, £250.
1948 SEDDON 6-ton long-wheelbase truck, diesel, £150.
1954 BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.
1952 BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.
1953 BEDFORD 5-ton short-wheelbase tipper, petrol, £100.
1953 BEDFORD 7-ton short-wheelbase tipper, petrol, £100.
1956 COMMER 5-ton medium-wheelbase tipper, diesel, £350.
1958 November, FORD 7-cwt. van, heater, in specimen condition, £295.
1952 BEDFORD 5-ton long-wheelbase furniture van, petrol, excellent order, £225.
1958 MORRIS 1-ton van, specimen condition, petrol, £325.
1958 MORRIS-COMMERCIAL 2-ton van, petrol, good running order, £45.
1949 December, AUSTIN 1-ton van, petrol, in beautiful condition, £345.
1958 CONFIDENTIAL hire-purchase terms. Part-exchanges.

GRAHAM BROTHERS (MOTORS), L. TD.

THE COMMERCIAL SALES DEPT.,
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VICTORIA MOTOR CO. (BRISTOL), L. TD.

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1957 COMMER diesel 12-ton articulated unit with Eaton 2-speed axle, £900.
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128-in.-wheelbase 5-ton
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trakes.
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several.
-ton platform trailer.
van, 7,000 miles from
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one owner, clean, £550.
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Phone 66161. 865-30
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USED vehicles.
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truck, one owner, excellent condition, £975.
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weight 2 tons 19 cwt., £975.
1956 A.E.C. 8-wheel tipper, Pilot gear, 22-cu.-yd.
corrugated body, £2,750.
1955 ATKINSON 8-wheel tipper, Pilot gear, 22-cu.-
yd. corrugated body, £2,400.
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THAMES 15-cwt. van.
THAMES 5-cwt. van.
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1957 BEDFORD R6 flat platform.
1956 BEDFORD R6 flat platform, Eaton 2-speed
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FORD MAIN DEALERS.
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1957 BEDFORD long-wheelbase diesel truck, model
A.S.L.D., complete with hoops and sheet,
excellent condition throughout, one owner, used on C
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1958 BEDFORD 6-ton forward control diesel truck,
complete with hoops and sheet, unladen weight
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NEW Thames Trader 2-ton Edbro tipper (3-yd.) for
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cab, maroon, low mileage, excellent condition,
£350.
1955 MORRIS 1-ton van, grey, sound condition
throughout, £225.
1953 FORD 5-ton normal-control chassis-cab, Perkins
P6 diesel engine, Balco wheelbase extension,
one owner, very good order, £175.
1951 AUSTIN A70 pick-up, fawn, fitted heater, good
condition, £120.
AT 63 BRIDGE STREET, PETERBOROUGH
PHONE, PETERBOROUGH 66011.
1957 AUSTIN A55 van, grey, fitted heater, £385.
1958 STANDARD 10 van, blue, £295.
1956 MORRIS pick-up, grey, fitted heater, £310.
1950 SENTINEL 7-8-ton flat platform truck, buff,
£295.
AT 120 GOLDINGTON ROAD, BEDFORD.
PHONE, BEDFORD 68386.
1952 BEDFORD 10-cwt. C.A. van, £225.
1948 BEDFORD 2-3-ton drop-side truck, £75.
1952 BEDFORD short-wheelbase petrol tipper, £130.
1953 MORRIS-COMMERCIAL 5-6-ton diesel drop-
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platform body, unladen weight 2 tons 18 cwt.
86 lb., very clean, ready to drive away.
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15-TON American semi low-loading trailer, 25-ft.
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1956 DODGE P6, 2-speed axle, 900 by 20 tyres,
17-ft. 6-in. platform.
1955 SEDDON P6, 900 by 20 tyres, 17-ft. platform.
1955 THAMES 4-ton, 4 cylinder diesel platform
lorry.
1955 DODGE 3-4-ton Perkins, 4 cylinder diesel, 12-ft.
6-in. Jennings cattle container body.
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HOLMER ROAD,
Hereford. Phone 4221. 865-34
HILLS.
BEDFORD 5-ton long-wheelbase coachbuilt platform
lorry, petrol, an exceptional vehicle, one owner, first
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BEDFORD 7-ton forward-control 6-cu.-yd. U tipper,
petrol, first registered 1958, £685.
COMMER 7-ton tipper, petrol, good running order, first
registered 1953, £365.
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first registered 1958, £825.
LEYLAND Super Comet 6-wheeler long-wheelbase drop-
side truck, first registered 1959, £2,150.
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80-90 PORT STREET, MANCHESTER, 1.
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103 VICTORIA STREET,
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£850. Each (1959) B.M.C. 5-ton long-wheelbase platform diesel truck, 16 ft. by 7 ft., choice of two (unladen weight 3.8.1, one owner, genuine 20,000 miles, regularly maintained by us since new, really immaculate condition throughout.
£500. 1956 SEDDON P6 diesel 7-8-ton truck, flat platform, alloy body, a bargain not to be missed, one owner, unladen weight 2.19.56.
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£165. gearbox ideal for mobile shop or as spare for removal contractors.
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1958 THORNYCROFT 8-wheeler, power steering, air brakes, 24-ft. drop-sided body.
1958 BEDFORD, Leyland engine, 17-ft. 6-in. body.
1956 THORNYCROFT Sturdy Star, 20-ft. body.
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1957 Thames Trader 5-ton tipper, 6D engine, £750.
1957 DODGE 6-ton diesel tipper (Model 103AP6), alloy body, 2-speed axle, £750.
1956 BEDFORD 10-12-cwt. van, £250.
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. alloy body, £650.
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1956 AUSTIN A30, nice clean van.
1957 AUSTIN Omnitruck with hoops and sheet.
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1956 AUSTIN 3-ton diesel boxvan.
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1954 BEDFORD tippers, 5- and 7-ton, choice of several.
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1955 ATKINSON 8-wheeler, double drive, fitted 6LW platform.
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THE HALE, N.17.
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VANS.
1958 FORD 15-cwt. van, mileage 16,000.
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1954 MORRIS 10-cwt. J-type boxvan, excellent mechanical order, repainted dark blue.
1952 BEDFORD P6 Luton, doors and tailboard, unladen weight 3 tons 4 cwt., 1,400 cu. ft.
AUSTIN, Ford, Rootes Group.

AAVAILABLE for immediate delivery, Ford 15-cwt. van, Ford 12-seater personnel carrier, Trader 5-ton long-wheelbase, 6D chassis and cab, Austin Omnitruck, Ford 5-cwt. van.
COMPREHENSIVE stock always held. 865-328

NEW DODGE 3145, Leyland engine, 4- or 6-wheel, for immediate delivery.
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1956 DODGE 144 model, steel tipping body.
1958 COMMER TS3 platform lorry.
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1951 FODEN 8-wheeler alloy platform lorry, all new tyres.

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LOW MILEAGE (EX MINISTRY) UNREGISTERED
AUSTIN Loadstar 4 x 4 chassis and cab, total mileage 1,400, absolutely as new, £475.
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1959 Registered 8-wheel 17-ton ATKINSON, fitted used since, fibreglass cab, double drive, Brown box, 40 x 8 tyres, 24-ft. platform body, light alloy underframe, £2,250.
NEW MERCURY Mark II long-wheelbase chassis and cab, ex stock.
NEW COMMER 15-cwt. van, in grey primer, ex stock.
NEW COMMER TS3 12-ton tractor, air brakes, 5-speed box, 9.00 x 20 tyres, available with 25-ft. York 13-ton trailer.
1957 A.E.C. Mercury, 18-ft. treble drop-side alloy bulk tipping body, 4-ft. slides, twin ram tippers, one owner, used for bulk grain only, excellent condition throughout, £1,750.
1958 Thames Trader short-wheelbase diesel tipper, Anthony hoist, 9.00 x 20 12-ply tyres, steel body, one C.L. licence operator only, £750.
1959 STANDARD Atlas van, one owner, £275.
1952 MORRIS diesel short-wheelbase tipper, £125.
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EAGLE 4-wheel trailer, double drop-side, good condition.
YORK with 26-ft. Scammell hitch, brand new, used only for demonstration purposes, £585.
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1952 DODGE 103 P6 long-wheelbase chassis, fitted with detachable livestock container by Drew Bros., £550.

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1953 FORD 5-cwt. van, repainted, £85. 865-540

Used Goods Vehicles (contd.)

LEVEL
BARNSLAY
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1951 BEDFO
1952 BEDFO
COMMER TS
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FORD 4D 1955
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BEDFORD 1956
BEDFORD 1956
BEDFORD 1954
1958 88-in. I
1957 109-in. I
ALL THE ABOVE
CARRY OUR
J. B. S
M

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1952 BEDFORD platform, petrol.
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DENNIS Centaur, 1955, 18-ft. platform body, 2-speed axle.
FORD 4D 1955 5-ton with drop-side body.
BEDFORD 5-ton, 1956, tipper, petrol engine.
ALBION SP3, 1951, drop-side body.
LEYLAND Comet, 1957, normal-control long-wheelbase tipper.
E.R.F. Steer, 1955, platform body.
ATKINSON 1947 6-wheeler, platform body, very clean, engine damaged.

TERMS AND PART-EXCHANGES.
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1958 Thames 12-seater, £545.
1959 BEDFORD 10-12-cwt. van, £295.
1957 BEDFORD 10-12-cwt. van, £285.
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New Thames Trader 7-ton 108-in., wheelbase, 6-cylinder diesel tipper chassis and cabs, fitted with special alloy U-shaped 7-cu.-yd. tipping bodies, single heater, flashers, 900 x 20 tyres, 3-piece wheels.
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1956 COMMER TS3 long-wheelbase chassis and cab, good condition, £500.
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1957 BEDFORD 5-ton petrol chassis and cab, £350.
1957 BEDFORD 10-12 CA van, £245.
1957 BEDFORD 10-12 CA van (exceptional), £225.
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1955 BEDFORD A-model 3-ton, integral cab, in excellent condition, C-licence operator, 6 ft. 6 in. inside height, with roller shutter, £265; choice of two.
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1955 BEDFORD 5-ton diesel P6 long-wheelbase truck, in excellent order, £335.
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1955 GUY Otter, 16-ft. body, 4LK, Eaton 2-speed, reconditioned, £550.
1955 GUY Otter, 18-ft. body, P6, Eaton 2-speed, reconditioned, £450.
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1957 Long-wheelbase BEDFORD 7-ton, 16-ft. drop-side body, Bedford 300 diesel engine, £625.
1954 Long-wheelbase DODGE 7-ton (2-speed axle), 18-ft. drop-side body, £325.
1952 Long-wheelbase DODGE 5-tonner, P6 engine, drop-side body, £200.
1952 Long-wheelbase VULCAN 7GF, Gardner 4LW, 17-ft. flat body, £385.
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£195. SEDDON 6-ton lorry, new cab fitted.
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NEW BEDFORD diesel 7-ton long-wheelbase lorry, with special A licence Yorkshire Area.
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NEW LEYLAND Comet 3R, 21-ft. platform with special A licence, Yorkshire and East Midlands Area.
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1954 ALBION Chieftain Scammell diesel 10-ton articulated with special A licence Yorkshire Area.
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SCAMMELL 10-ton semi-trailer, to clear, £125.
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BEDFORD-SCAMMELL tractor unit with Bedford special bodies, always contact
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diesel chassis-cab.
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THE CRAWLEY DOWN GARAGE, LTD. Snow Hill. Retail dealers for MORRIS-COMMERCIAL have in stock:
MORRIS 3-ton forward-control FG model drop-side diesel truck.
NEW MORRIS-COMMERCIAL 11-ton FG model petrol chassis and cab. Immediate delivery.
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NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus, full range of spares and first-class service from—
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ALWAYS GOOD STOCKS OF NEW TROJANS.
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NEW DODGE 6-ton tipper, steel body, from stock.

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1952 A.E.C. Burlington Seagull 39-seater coach, certificate of fitness 1963, £2,500.

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1951 A.E.C. 39-seater, Burlington body, full front, certificate to June, 1961.

WHALEBONE MOTORS, LTD., 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 865-323

AUSTIN

1951 AUSTIN Renex 20-seater, green interior, cream and green relief exterior, good condition, one owner, certificate of fitness December, 1960, £495. Newmans, Hythe, Kent. Phone 07454. 865-x7133

1959 AUSTIN 11-seater P.S.V., 6,000 miles from new, finished in blue, fitted heater, £600. LE MOTORS, Dorchester. Phone 1194. 865-491

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1957 BEDFORD 41-seater Europa luxury coach, finished cream-blue with red check moquette, fitted radio, heater and roof quarter lights, taxed, certificate of fitness 1964, £2,725. Available end of July, can be seen by appointment. Contact Mr. T. Shevlin, Coventry Garage, Ltd., Holyhead Rd., Coventry. Phone 2401 or evenings, Leamington Spa 1334. 865-8225

1955 BEDFORD (petrol) 36-seater Duple Super Vega full luxury coach, heater, finished in blue and cream, certificate of fitness 1965, £2,100.
1955 BEDFORD (petrol) 36-seater Burlington full luxury coach, heater, finished in blue and cream, certificate of fitness 1965, £2,100.

TOM BYATT (STOKE), LTD.

FENTON, STOKE-ON-TRENT.
Phone, Stoke-on-Trent 4881 (six lines). 865-291

ONE 1952 35-seater BEDFORD, Yeates body, glass roof quarters, certificate of fitness 1963.
ONE 1950 35-seater BEDFORD, Duple body, high-back seat, Formica sides, being recertified, £1,500 the two. Box CM6414, care of "The Commercial Motor". 866-8823

Used Passenger Vehicles (contd.)

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THE MOTOR DEPOT.

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SEVERAL CHASSIS ARE NOW BEING BODIED WITH

41-SEATER DUPLÉ YEOMAN.

GIVE US YOUR FINISHING INSTRUCTIONS NOW
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1957 37-seater BEDFORD Burlington.

1956 41-seater BEDFORD Duple.

1955 41-seater COMMERCIAL, 5-year certificate of fitness.

1954 30-seater BEDFORD Duple.

1952 35-seater BEDFORD Duple.

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OFFER FROM STOCK—

1954 BEDFORD Duple Super Vega 36-seater, red interior with heater, exterior two shades grey and red, certified 1964, smart and elegant, £1,850.

1954 BEDFORD Duple Standard Vega 38-seater, red interior with cream and green exterior, certified 1964, sensible machine, £1,750.

1954 BEDFORD Whitson 36-seater, attractive red interior, radio, cream and blue exterior, immaculate, certified June, 1964, only £1,585.

1952 BEDFORD Gurney Nutting 37-seater and courier, blue interior, heater, exterior cream and blue, certified 1962, only £1,085.

1952 BEDFORD Duple Vega 33-seater, red interior, exterior grey and red, choice of two, 7 ft. 6 in. and 8 ft., £1,195.

1951 November, BEDFORD Plaxton 33-seater, green recellulose cream and red, good tyres, certified November, 1961, £1,235.

1949 September, BEDFORD Duple Vista 29-seater, blue interior, Formica casings, exterior two blues, certified April, 1963, £550.

PART-EXCHANGES. KEEN H.P. TERMS.

140 K NIGHTHORPE ROAD,

LOUGHBOROUGH.

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1952 BEDFORD Duple Vega de luxe, 33-seater, 7 ft. 6 in. wide, Formica waist panels, certificate of fitness 1962, complete with full bookings, offers. Bookham 2310. 865-x7097

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166 MAIN ROAD,
SUNDRIDGE, KENT.
Braved 291.

1954 BEDFORD Super Vega, 36-seater, Duple, one owner, certificate of fitness, 1964.

1953 BEDFORD Super Vega, 38-seater, Duple, one owner, certificate of fitness, 1963.

1952 BEDFORD Super Vega, 36-seater, Duple, one owner, certificate of fitness, 1962.

SEVERAL coaches suitable for work contracts, etc., £75 upwards. 865-585

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1955 BEDFORD Plaxton 36-seater diesel coach, certificate of fitness 1965, £1,950.

1955 BEDFORD Duple 36-seater petrol coach, certificate of fitness 1965, £1,850.

MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Bell 0073. 865-301

DISPATCH MOTORS.

FORD DISTRIBUTORS.

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1953 BEDFORD Gurney-Nutting 31-seater luxury coach, glass roof quarters, tubular racks, Bedford coach seats, certificate of fitness 1963.

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BEDFORD 10-cwt. Vanliffy, 1958, maroon, rear seats perfect condition, ideal contractor's wagon, full guarantee, demonstration anywhere. James Garage, Church Stretton 27, Shropshire. 865-x7204

1955 BEDFORD diesel Yeates Riviera, 36 seats, red moquette full luxury, 8 ft., glass roof quarters, heaters, lift-up roof vents, certificate of fitness April, 1965, blue exterior, £1,750. 1946 Bedford Vista 29-seater, certificate of fitness 1963, £1,500. 163 Arkwright St., Nottingham. Phone 89055. 865-x7353

1945 BEDFORD Duple 36-seater, certificate of fitness 1964, condition excellent throughout, petrol engine, autumn tint interior, maroon and cream exterior, £1,900 or offer. Lamberth of Kingston, Ltd. Phone, Kingston 3171; after 7 p.m. Molesey 6949. 865-24

BEDFORD Plaxton 29-seater, June, 1959, 17,000 miles, perfect condition, as new, £2,850.

HEYFORDIAN SERVICES, Upper Heyford, Oxford. Phone, Steepleton 366. 865-x7358

1951 BEDFORD 33-seater Duple, very nice condition, H.P., part-exchanges. A. Soringall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 865-510

Bedford Wanted

WANTED BEDFORD Duple 41-seater, 1957 or 1958 Lamb, Biggin, Buxton. Phone, Hartington 35. 865-x7364

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E SPECIALISTS.
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W.I.,
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Used Passenger Vehicles (contd.)

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FARNHAM TRADING ESTATE,
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Phone: Farnham 4626-7 and 3227 8 a.m. to 6 p.m.
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WE INVITE YOU TO OUR FARNHAM COACH
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FIRST-CLASS USED COACHES,
WHICH WE CONFIDENTLY CLAIM TO BE THE
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IMMEDIATE delivery 1960 BEDFORD 5BI diesel, fitted
5-speed gearbox, Plaxton, 41-seater body, red interior,
1958 BEDFORD 5BI diesel, 41-seater Burlingham,
1958 BEDFORD Plaxton, fawn-brown exterior, certificate of
fitness 1963, £3,100.
1959 BEDFORD petrol Duple 41-seaters, glass roof,
quartets, heaters, £3,200.
1958 BEDFORD petrol Duple 41-seater, red interior,
grey-red exterior, Formica sides, certificate of
fitness 1963, £2,950.
1958 BEDFORD diesel Burlingham 41-seater,
red interior, fawn-brown exterior, certificate
of fitness 1963, £3,180.
1957 BEDFORD petrol Duple 41-seater, red interior,
maroon-grey exterior, heaters, £2,750.
1956 BEDFORD 21-seater Spurno-bus, 28 h.p. bus
seats, rear luggage locker, one owner, good
time, grey-maroon, certificate of fitness 1961, £750.
1954 BEDFORD petrol, 36-38 seaters, red-blue
interior, choice of several, £1,950.
1955 BEDFORD Yeates 36-seater, red interior, red-
cream exterior, certificate of fitness 1965, £2,100.
1954 BEDFORD Plaxton, petrol, 38-seater, glass roof
quartets, tubular racks, radio, heater, retrimmed
interior, cream-green exterior, very attractive, certificate
of fitness 1964, £2,250.
1954 BEDFORD Burlingham 35-seater and courier,
autumn interior, blue exterior, attractive vehicle,
£1,850.
1952 BEDFORD Plaxton 33-seater, cream-blue
exterior, blue interior, £1,050.
1952 BEDFORD Plaxton, 35-seaters, 7-ft. 6-in. wide,
available shortly, from £1,150.
1950 DAIMLER full-front, 35-seater body, red
interior, certificate of fitness 1962, £950.
1951 DENNIS 33 full-front, 33-35-seaters, choice of
three, from £550.
1951 MAULDSLAYS, A.E.C. 7.7, Gurney-Nutting
bodies, 37-seaters, certificate of fitness 1963,
£1,100 each.
1950 DENNIS 33 full-front, 33-seater body, red
interior, certificate of fitness November, 1963,
£650.
1949 December, LEYLAND PSI Plaxton, 33-seater
body, clean, reliable coach, certificate of fitness
December, 1962, £1,110.
1949 ALSTIN, 32-seaters, Mann Egerton coach
bodies, good certificates of fitness, choice of
two, from £250 each.
1949 TILLING-STEVENS 33-seaters, with good cer-
tificates of fitness, choice of three, from £150
each.
1949 BUILT 1947 A.E.C. Duple 35-seater body, maroon-
cream exterior, red interior, £250.
SELECTION of petrol and diesel engined coaches for
sale, certificate of fitness, from £110.
EXPENSIVE BEDFORD Vistas for mobile shops, site
offices, usually from £80.

**ALL VEHICLES OVER £500 ARE STEAM
CLEANED AND WORKS CHECKED.**

As Plaxton-Burlingham authorized repairers for the
South, we offer a good repair service, also painting and
trimming. Crash jobs our speciality. We can usually
arrange to hire you a coach whilst yours is off the road.

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WE ARE PLEASED TO ADVISE THAT OUR ALLIED
COMPANY, MESSRS. WELCH AND CO., LTD., OF
BRISTOL, ARE PREPARED TO HANDLE AFTER-
SALES SERVICE OF COACHES PURCHASED FROM
FARNHAM, WHICH WILL ENABLE YOU TO BUY
FROM US WITH ADDED CONFIDENCE. 865-73

FRANK COWLEY.

200

BUSES AND COACHES ACTUALLY IN STOCK.

READY FOR IMMEDIATE SERVICE.

1951 LEYLAND PDI, full front, fully enclosed with
sliding front entrance, high-bridge double-
deckers, these are genuine and NOT re-registered vehicles,
all certified, £595 each.
1947 A.E.C. double-deckers, bodily and mechanically
as new, certified and ready to go into immedi-
ate service, £310 each.
1951 CROSSLAND double-decker, all-metal body with
A.E.C. 7.7 diesel engine, certified and ready
for service, £375.
1946 47-48 GUY double-deckers, all with Gardner
engines and ready for immediate service, £295
each.
1946 BRISTOL low-bridge double-deckers, all with Gardner
diesel engines and almost new bodies, immaculate
throughout, £295 each.
1949 BRISTOL 33-seater coaches, Gardner SLW
diesels and 5-speed gearboxes, a very lovely
lot of coaches, £1,095 each.
1948 LEYLAND PSI 32-34-seater buses, all in
excellent condition and ready for immediate
service, £275 each.
1947 48-49 BRISTOL 35-seater super service buses,
powered by Gardner SLW diesels and 5-speed
gearboxes, exceptionally clean and in good condition
throughout, just into stock, choice of 40, £325 each.
LEYLAND high- and low-bridge double-deckers, 1949
and 1950 bodies, excellent and very clean throughout,
£225 each.

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3 BLACKFRIARS ROAD,

SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048,
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STANLEY HUGHES AND CO. L. TD.
LODGE GARAGE, WHITEHALL ROAD,
GOMERSAL, NEAR LEEDS.
Phone, Bradford 681144-9.

**IMMEDIATE DELIVERY FROM STOCK
AT
GREATLY REDUCED PRICES.**

NEW BEDFORD Super Vega, fitted with Duple
41-seater bodies, red interior; choice of three.
NEW Ford Trader, fitted Duple 41-seater body, red
interior; choice of two.
NEW Ford Trader, fitted 41-seater Burlingham body.

NEW COMMER, fitted 41-seater Duple body.

USED COACHES.

1952 A.E.C. Mark IV Plaxton 41-seater, £1,500.
1956 BEDFORD 41-seater, immaculate, £2,400.
1955 BEDFORD 24-seater, just certified for five
years, £1,250.
1954 BEDFORD 37-seater, certified to 1964, £1,375.
1952 BEDFORD 35-seater Gurney Nutting, £975.
1952 COMMER Harrington, fitted Eaton 2-speed,
27 armchair seats, £1,050.
1952 A.E.C. 37-seater Burlingham Mark IV, £1,150.
1951 BEDFORD 33-seater Duple, £900.
1951 FODEN 43-seater Bellhouse-Hartwell, £875.
1950 FODEN 39-seater Bellhouse-Hartwell, £750.
1950 A.E.C. Duple Ambassador 33-seater, 9.6, £700.
1950 A.E.C., fitted Burlingham full fronts, choice of
two, £750 each.
1949 BEDFORD 29-seater Duple, certificate of fitness
to 1962, £375.
1947 48 GUY double-deckers, Park Royal bodies,
5 and 6LW, certified, choice of four, £275
each.
A Number of Leylands, A.E.C. Bedford, suitable for
works contracts and travelling shops, prices ranging
from £100 each.
A Large number of spares including 7.7, 9.6 A.E.C., Gardner
A 4, 5 and 6. Diesels and gearboxes.

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NIGHT PHONE, CLECKHEATON 2461-2.

MIRFIELD 3183, 2169.

WALES: R. COWDELL, NEWPORT 59866.

865-340

DON EVERALL, L. TD.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

1956 BEDFORD petrol 41-seater Burlingham coach,
£2,600.
1955 BEDFORD petrol 36-seater Duple coaches,
certified 1965, choice of two, £2,300.
1954 GUY Arab lightweight, Gardner 6HLW under-
floor engine, 41-seater Burlingham Seagull
coaches, certified 1964, £2,300.
1954 SENTINEL 6-cylinder diesel underfloor engine,
44-seater service bus, heaters, driver-operated
door, certified 1964, £1,400.
1954 BEDFORD petrol 33-seater Burlingham Seagull
coach, individual adjusting seats, glass roof
quartets, heaters, etc., certified 1964, £1,600.
1953 BEDFORD petrol 36-seater Duple coaches,
heaters, glass roof quartets, certified 1963,
choice of three, £1,700.
1952 DAIMLER Freeline 41-seater Metalfac
coaches, choice of two, certified 1962, £1,650.
1952 LEYLAND Royal Tiger, 41-seater, Yeates,
luxury coach, certified 1960, £2,000.
1951 A.E.C. Mk. IV 37-seater Burlingham coach, new
engine fitted, certified 1961, £1,650.
1951 LEYLAND royal 36-seater Bellhouse
Hartwell coach, certified 1961, £1,500.
1951 FODEN, 6LW Gardner, 41-seater Bellhouse
Hartwell coach, certified 1961, £1,350 each.
1948 49-50 BEDFORD petrol 29-seater Duple Vista
coaches, £250-£550.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER

PETROL COACHES AT £150-£500, OR AVAILABLE

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FOR SHORT OR LONG PERIODS.

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NIGHTS AND WEEK-ENDS 32347 AND 22293.

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A.E.C. 7.7, buses, 35-36- and 38-seaters, certifi-
cate of fitness, prices from £200 each.
COMMER 29-seater, Scottish Aviation coachwork, cer-
tificate of fitness.
GUY Arabs, SLWs, 33-seater coaches, certificate of
fitness 1963 (choice of two).
LEYLAND TD5, 1949, Alexander all-metal frame, 53-
seater, low-bridge double-deck bodies, certificates of
fitness.
LEYLAND PSI, 31- 33- and 35-seaters, Burlingham
coaches and buses, certificates of fitness.

MILLBURN MOTORS (PRESTON), L. TD.

WALMER BRIDGE LONGTON,

PRESTON.

Phone, Longton, Lancs, 3255-6. 865-22

July 15, 1960—THE COMMERCIAL MOTOR 67
(Supplement)

Used Passenger Vehicles (contd.)

S.M.T.,
177-205 FINNIESTON STREET,
GLASGOW, C.3.
Phone, DOUGLAS 2940. Phone, DOUGLAS 2940.
OR

QUALITY USED COACHES.

ARE YOU CONTEMPLATING A CHANGE FOR THIS

SEASON? CONSULT THE EXPERTS.

WE HAVE A MOST EXCELLENT AND COMPRE-

HENSIVE RANGE OF

TOP QUALITY USED COACHES.

A FEW EXAMPLES ONLY OF OUR STOCK AS

FOLLOWS:—

1958 BEDFORD Plaxton 41-seater full luxury coach
with Bedford 300 cu. in. diesel engine, certificate of
fitness July, 1965, exterior two shades of green, seating
trimmed in attractive green patterned moquette, condition
as new all round.

1956 BEDFORD Duple 41-seater full luxury coach,
exterior black and orange, seating trimmed in fawn
mohair, this vehicle is fitted with every conceivable extra
and was formerly used for high-class Continental touring.

1954 BEDFORD Burlingham 36-seater coach, certificate
of fitness March, 1963, exterior cream and black, seating
in rust patterned moquette, heater and demister.

1952 BEDFORD Duple 33-seater coach, certificate of
fitness January, 1961, exterior ivory and black, seating
in dark green moquette, splendid example of this popular
type of machine.

1956 ALBION Duple 35-seater full luxury coach, cream
and red, seating trimmed in red patterned moquette,
excellent condition throughout and reasonable in price.

1949 COMMER Avenger Churchill 33-seater luxury coach,
certificate of fitness May, 1963, bargain for quick sale.

1951 TILLING-STEVENS Strachan 34-seater semi-coach,
certificate of fitness January, 1962, very fresh machine
offered at bargain price.

Large selection of diesel-engined 33-seater coaches suitable
for workers' transport, at very reasonable prices.

AND MANY OTHERS.

WHY NOT MAKE A PERSONAL VISIT? WE WILL

REFUND CUSTOMERS' TRAVELLING EXPENSES ON

EVERY COMPLETED DEAL.

DO NOT DELAY—LET US HAVE YOUR INQUIRY

NOW.

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HIRE PURCHASE FACILITIES

FROM 10% DEPOSIT. 865-543

COACHES AND COMPONENTS, L. TD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

1959, January, BEDFORD 41-seater petrol Super
primeve, glass roof quartets, exterior, black and
blue, certificate of fitness to October, 1965.

1959, February, BEDFORD 41-seater petrol Super
Vega, exterior cream-red, glass roof quartets,
heaters, radio, certificate of fitness to October, 1965;
demonstration coach.

1957 BEDFORD petrol 41-seater Super Vega,
exterior cream-red, certificate of fitness March, 1964.

1956 BEDFORD petrol 36-seater Continental luxury
Duple, exterior ivory-red, certificate of fitness to
May, 1961.

1954 BEDFORD 36-seater, exterior black-cream,
certificate of fitness to August, 1964.

1952 DENNIS 35-seater, blue moquette, exterior
blue-cream, certificate of fitness April, 1962.

1952, January, A.E.C. Regal 37-seater, exterior red,
certificate of fitness August, 1960.

1952, May, BEDFORD, 35-seater Gurney Nutting
body, exterior maroon-cream.

1951, June, BEDFORD petrol 33-seater, Super Vega,
exterior cream-red, certificate of fitness June, 1961.

1951 MAUDSLAY (A.E.C. oil engine) 33-seater
Bellhouse Hartwell body, new certificate.

1951 52 BEDFORD, 35-seater Gurney Nutting body,
certificate of fitness 1961; choice of two.

1951 DENNIS 37-seater Gurney Nutting, red
moquette, exterior maroon-cream.

1949 GUY Arab, Meadows 10.3 engine, 37-seater
Yeates body, green moquette, exterior green,
certificate of fitness to March, 1961.

1947 DENNIS Lancet III 35-seater coach, exterior
blue-cream, certificate of fitness to July, 1962.
865-523

1954 BEDFORD 36-seater Burlingham coach, fitted
with heater and radio, certificate of fitness 1964.

1948 BRISTOL, 35-seaters, Strachan bodies.

1948 LEYLAND 33-seater coach, certificate of fitness
1961.

T. J. HARRIES AND SONS, Ridgeway, Fitchwood
Rd., Haverfordwest 363. 865-015

A51

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L.T.D.
PASSENGER AND COACH DEALERS.

NEW FORD Thames Burlingham Seagull 60, 41-seater, interior finished in red pattern moquette, immediate delivery.

1959 BEDFORD Super Vega, 41-seater full luxury Duple body, fitted with heater, speech amplification and many other extras, small mileage, as new, certified 1965.

1956 BEDFORD Super Vega, 8-ft. and 7-ft. 6-in. wide 41-seaters, full luxury Duple body, fitted with radio and heaters. Perspex quarters and many other extras, in good clean condition throughout, certified 1961; choice of four.

1954 BEDFORD Ventura, 38-seater full luxury Plaxton body, fitted with lift-up roof vents, front and rear dome lights, heater, in good clean condition throughout, certified 1964.

1953 BEDFORD Seagull, choice of two, 36-seater full luxury Seagull body, fitted with heater, roof lights, certified 1963.

1953 BEDFORD Super Vega, 35-seater full luxury Duple body, fitted with radio, heater, good clean condition throughout, certificate of fitness 1963.

1953 A.E.C. 9.6, crash box, 41-seater full luxury full luxury Burlingham body, fitted with heater, lift-up roof lights, clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Vega, 35-seater full luxury Gurney Nutting body fitted with lift-up roof lights, heater, good clean condition throughout, certificate of fitness 1962; choice of two.

1952 LEYLAND, rebuilt, 38-seater full-front Plaxton body, fitted with heater, clean condition throughout, certified 1962.

1951 MAUDSLAY, 9.6, 39-seater full luxury Harrington dorsal-fin body, fitted with radio, heater, good clean condition throughout, certificate of fitness 1961.

1950-51 COMMERCIAL Avenger 33-seater, fitted with heaters, choice of three, no reasonable offer refused.

1950 LEYLAND PSI, full-front 33-seater full luxury Burlingham body, fitted with heater, good clean condition throughout, certificate of fitness 1960.

1947-48 BEDFORD Viator, 29-seater Duple bodies, certified 1961-62, choice of several.

SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE. YOUR FORD DEALERS.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,

LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 330.

865-433

LES GLEAVE, L.T.D.

FOURWAYS GARAGE,

ARCLID NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

NEW 1960 BEDFORD Burlingham 41-seaters.

NEW 1960 BEDFORD Duple 41-seater, 4- or 5-speed

NEW 1960 FORD Burlingham 41-seaters.

1959 37-seater BEDFORD petrol Duple.

1957 41-seater BEDFORD petrol Duple.

1956 BEDFORD Duple 41-seater.

1952 BEDFORD Duple 37-seater.

1950 BEDFORD Vistas.

1955 BEDFORD Burlingham 36-seater.

1955 COMMERCIAL 37-seater Burlingham.

1954 BEDFORD 36-seater Duple.

1951 COMMERCIAL 33-seater Plaxton; choice of two.

1949 LEYLAND PSI 32-seater service bus, certificate of fitness November, 1963.

VARIOUS petrol and diesel coaches available for work or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, L.T.D.

FOURWAYS GARAGE,

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

AFTER 8 P.M. PHONE SANDBACH 881 OR

SWINTON 2932.

865-275

BIRMINGHAM COACH SALES, L.T.D.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

1956 COMMERCIAL 41-seater Plaxton, radio and heaters, very clean bodywork.

1954 LEYLAND Cub, 41-seater Burlingham body, Eaton 2-speed axle, tubular heating, etc., fitted with replacement engine at Leyland works, first-class condition.

1952 BEDFORD Duple 33-seater, certificate of fitness 1962.

1951 BEDFORD 33-seater, radio, heater, quarter lights.

1951 BEDFORD 35-seater Duple Vega, fitted with new seats.

WE specialize in part-exchange with the easiest of hire-purchase terms.

BIRMINGHAM COACH SALES, L.T.D.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

After hours, Wolverhampton 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

865-234

BIRMINGHAM COACH SALES, L.T.D.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

After hours, Wolverhampton 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

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BIRMINGHAM, 5.

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After hours, Wolverhampton 36833.

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44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

After hours, Wolverhampton 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

Used Passenger Vehicles (contd.)

W. S. YEATES, L.T.D.
DERBY ROAD, LOUGHBOROUGH.
PHONE 4321.

THIS year we have had an even greater demand for our top quality second-hand luxury coaches. The reason for this would appear to be the work put into these coaches to bring them up to the best possible condition for luxury coach operation.

VERY SPECIAL OFFER—

1960 BEDFORD SBI Duple 41-seater luxury coach, only 8,000 miles from new, a host of extras, offered at new price.

COACHES ARE OUR LIFE

WE HAVE NO "SIDELINES"!

Please write for a full descriptive list of coaches now available.

NEW COACHES—ALL TYPES

FOR EARLY DELIVERY.

FOR PERSONAL FRIENDLY ATTENTION AND SERVICE.

WRITE, PHONE OR CALL—

Phone, LOUGHBOROUGH 4321.

W. S. YEATES, L.T.D.

DERBY ROAD,

LOUGHBOROUGH.

865-547

KIRKBY AND SONS (SALES), L.T.D.

CROSS ROADS GARAGE,

ANSTON, NEAR SHEFFIELD.

THIS WEEK'S SPECIAL BARGAIN—

1955 (NOVEMBER) BEDFORD 41-SEATER

BURLINGHAM, £2,350.

MAY, 1951, A.E.C. Mk. IV 35-seater Burlingham, certificate of fitness November, 1960, £1,200.

JANUARY, 1950, ALBION 31-seater Reading, certificate of fitness December, 1962, £300.

JUNE, 1955, BEDFORD 36-seater Burlingham, recertified before delivery, £2,150.

AUGUST, 1954, BEDFORD 38-seater Plaxton, certificate of fitness to August, 1964, £1,925.

APRIL, 1954, BEDFORD 38-seater Duple, certificate of fitness March, 1964, £1,700.

MAY, 1954, BEDFORD 38-seater Duple, certificate of fitness April, 1964, £1,650.

JUNE, 1952, BEDFORD 37-seater and Currier Duple, certificate of fitness 1962, £1,400.

1951-52 BEDFORD 33-35-seater Plaxton and Duple, from £850.

1950 COMMERCIAL Avenger 33-seater, certificate of fitness to December, 1962, £400.

TERMS AND EXCHANGES.

PHONE, DINNINGTON 541 (FOUR LINES), BY DAY.

NIGHT PHONES: MANSFIELD 5395, DINNINGTON 577, WORKSOP 2963.

NORTHERN AREA: PHONE, MILNWOOD 351.

SOUTHERN AREA: PHONE, TAINSTOCK 2739.

865-262

SAVILLE MOTOR SALES, L.T.D.

STRATFORD-ON-AVON.

Phone, Stratford-on-Avon 4242 (15 lines).

And on Saturday afternoons, 4005.

1952 A.E.C. 9.6 37-seater full-front, finished in cream and red, radio and speech amplification, heaters, good tyres, certificate of fitness December, 1962.

1952 FODEN rear-end TS, fitted with special 33-seater Continental body with quarter and canopy lights, Continental top, dual heaters, demisters and Chapman-type adjustable reclining seating, finished cream and black-fawn interior, has to be seen to be appreciated, certificate of fitness 1962.

1951 BEDFORD petrol Plaxton 33-seater, radio, clean and mechanically good, finished green and black, green interior, certificate of fitness 1961.

1950 LEYLAND Plaxton 33-seater, full front, certificate of fitness 1963.

1949 DAIMLER 30-seater Burlingham, clean and tidy vehicle, certificate of fitness to 1963.

HIRE-PURCHASE. PART-EXCHANGE.

ALSO AT—

REDBROOK ROAD,

MONMOUTH.

Phone, Monmouth 336.

865-217

STOCKLAND GARAGE, L.T.D.

MARSH HILL, ERDINGTON,

BIRMINGHAM, 23.

Phone, Erd 7239.

BEDFORD (July, 1959) diesel, 41-seater Duple Super Vega, £3,500.

LEYLAND Worldmaster chassis, Royal Tiger 600 engine, 37-seater Harrington body, 1955 (choice of three), £2,750.

COMMERCIAL TS3 diesel, 1955, Eaton axle, 41-seater Plaxton, £2,300.

LEYLAND Royal Tiger, 41-seater Yeates body (choice of two), £1,900.

BEDFORD, 1953, petrol engine, 35-seater Duple, £1,500.

VULCAN P6 full-fronted 29-seater, £325.

MAUDSLAY, 7-ft engine, full-fronted 35-seater Duple, £1,500.

LEYLAND PSI, 33-seater Harrington body, £150.

865-163

Used Passenger Vehicles (contd.)

COMBERHILL MOTORS, L.T.D.
INGS ROAD, WAKEFIELD.

NEW BEDFORD SB3 petrol, 41-seater Duple Super Vega, glass roof quarter lights, primer, Ex-stock.

NEW BEDFORD SBI diesel, 41-seater Duple Super Vega, 60, latest model, Ex-stock.

NEW demonstrator ATKINSON 1644 (Gardner 4000) 37-seater Plaxton Highway omnibus, 1576 below list price.

1955 BEDFORD (reconditioned Perkins 840) 35-seater Duple, cream-green, certified 1963.

1955 COMMERCIAL TS3 diesel 39-seater Churchill, certified 1965, £1,850.

1955 COMMERCIAL TS3 2-stroke diesel, 39-seater Plaxton in Venturer, certified 1965.

1954 BEDFORD SB petrol, 36-41-seater Burlingham Seagull, certified 1965-62. Choice two.

1953 BEDFORD petrol 33-seater Yeates Plaxton, heater, radio, certified 1963.

1952 BEDFORD Vega (petrol), 33-seater Duple, certified 1962, heater, radio. Choice two.

1948 BEDFORD Vista 29-seater Duple, cream heater, certified. Choice of four.

1948 COMMERCIAL Commando petrol 30-seater Plaxton. Certified 1962, £275.

HIRE-PURCHASE FACILITIES. EXCHANGE.

COMBERHILL MOTORS, L.T.D.

Phone, Wakefield 6771 (10 lines).

865-40

LANCASHIRE MOTOR TRADERS, L.T.D.

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Fendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES

NOW IN STOCK.

1954 COMMERCIAL TS3 39-seater, Plaxton coachwork, heater, glass quarter lights, radio and heater, Eaton 2-speed axle, red interior, cream and green exterior, £1,900.

1951 LEYLAND Royal Tiger 39-seater Windsor, cream interior, cream and blue exterior, fitted air brakes and heater, £1,500.

1953 A.E.C. 9.6, choice of four.

1953 Reliance bodywork by Plaxton, Burlingham and Duple, all in immaculate condition with numerous extras; detailed list sent on application.

1960 Plaxton coachwork, mileage approximately 6,000, indistinguishable from new, £3,350.

1953 BEDFORD petrol 36-seater Harrington, substantial tint interior, cream and red exterior, excellent condition, £1,650.

865-411

CHARLES COPPOCK, L.T.D.

SERVICE BUSES.

THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

SPECIAL.

1951 DAIMLER Freeline Duple, all-metal bus body, 30 ft. by 8 ft., powered underfloor 6LW Gardner oil engine, crush loader, seating 36, standing accommodation 28 persons, automatic controlled doors front and rear, one owner since new, certified June, 1961.

1946 GUY Arab, powered 5LW Gardner oil engine, 38-seater bus, coachwork by Brush, current certificates of fitness, can be viewed by appointment.

DOUBLE-DECKERS.

1946-47 LEYLAND PDIs, powered 7.4-litre oil engine, highbridge 65 seats, coachwork by Massey of Wigan, in very clean condition, choice of two.

SPARES. See our advertisement in Spare Parts and Supplies.

PHONE SALE 5633.

GRAMS, "BUSUNITS."

865-44

PERCY D. SLEEMAN, L.T.D.

LONDON COMMERCIAL DEALERS.

1951 A.E.C. Mk. IV 41-seater, Burlingham Seagull body, heaters, red interior; also 39-seaters, blue interior, certificate of fitness 1961.

1951 LEYLAND Royal Tiger, air brakes, 41-seater Strachan coachwork, red interior, certificate of fitness 1961.

1949 CROSSLEY, Whitson body, 35-seater, certificate of fitness April, 1962.

1949 GUY, Gardner 5LW Whitson body, 35-seater, certificate of fitness September, 1963.

1948 DENNIS, Duple body, 35-seater, certificate of fitness November, 1961.

1948 LEYLAND PSI, 33-seater coach body, two heaters, certificate of fitness 1963; choice of several.

ALSO a number of BEDFORD Vistas suitable for travelling shops.

38 UXBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081.

865-390

1950 ALBION Duple 31-seater, Formica panels, fit years, fitted with 1965, used on

1959 AUSTIN 12-seater P.S.V., certificate of fitness to 1965, quarter lights, roof lights, immaculate, must be seen, £800.

MOTORS, LTD.

WAKEFIELD.

41-seater Duple bus, 1954, 12-cyl., 120-hp. Ex-stock. 41-seater Duple bus, 1954, 12-cyl., 120-hp. Ex-stock.

1954 1644 (Gardner) 41-seater omnibus, 1576 below in. 1954 1644 (Gardner) 41-seater omnibus, 1576 below in. 1954 1644 (Gardner) 41-seater omnibus, 1576 below in.

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Used Passenger Vehicles (contd.)

EVINGTON, L.

1957 COMMER (Rootes diesel), 5-speed box. Plaxton 41-seater, radio and heaters, certified 1964, 1965-62. 1957 COMMER (Rootes diesel), 5-speed gearbox. Yates Europa 41-seater, radio and heaters, certified 1964, 1965-62. 1957 COMMER Plaxton Envoy 33-seater, 2-speed box, radio and heaters, certified 1961, 1960. 1957 SENTINEL 40-seater Service bus, 4-cylinder, direct injection engine, 5-speed gearbox, rec. 1950 years. 1950 several A.E.C., Leyland, Daimler, Bedford, with certificate of fitness from £125.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, L. LEICESTER.

Phone 38102-3. 865-294

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

1952 BEDFORD Duple Vega 33-seater, certificate of fitness 1962, £1,250. 1952 FODEN, 39-seater Window coachwork, certificate of fitness 1962, radio, heaters, full luxury interior and cream, recent new Mk. III engine, £1,400. 1952 BEDFORD 37-seater, Gurney Nutting, certificate of fitness 1963, £1,300.

SILVER LINE MOTORS, MOORLANDS.

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494. 865-361

GARNERS COACHES, LTD.

A.E.C. 9.6 33-seater, full fronted, 1950, certificate of fitness 1963. 1952 LANCET J3, 35-seater Duple bodies, 1947-49, choice of three, certificates of fitness 1962. 1952 USIN 32-seater, 1951, full front, certificate of fitness A to 1961. All above are in use and ready for immediate service at reasonable prices.

37 SOUTH EALING ROAD, LONDON, W.5.

Ealing 9046. 865-321

BIRD'S COMMERCIAL MOTORS, LTD., BIRMINGHAM ROAD, STRATFORD-ON-AVON.

Phone 3222-34 and 2136. Grams, "Quicksale."

37 A.E.C. double-deck buses, fitted 9.6 engines and full air brakes, very good condition. 10 DAIMLER double-deck buses, very good condition.

FURTHER PARTICULARS AND PRICES ON APPLICATION. 865-158

1955 COMMER TS3, all extras, reconditioned engine, 6,500 miles, £2,600. 1956 BEDFORD 41-seater, 51,269 miles, £2,650. 1952 BEDFORD 38-seater, £1,500. 1948 BEDFORD 29-seater, £200. 1948 LEYLAND 33-seater Burlingtonham, £200. 1949 MAUDSLAY 33-seater Burlingtonham, £285. H.P. Or exchange. H. SHAW, Phone, Market Deeping 2224. Nr. Peterborough. 866-8227

NEW BEDFORD 10- and 12-ton forward-control tractor unit, for early delivery.

NEW SCAMMELL 3- and 6-ton Scarabs, petrol or diesel, early delivery.

USED SCAMMELL Scarab 3-ton (petrol) motive units with trailers, choice of several.

USED SCAMMELL Scarab 6-ton (diesel) motive units, choice of two, one owner.

SCAMMELL 6-ton drop-framed boxvan trailer.

REMINGTON ST. City Rd., N.1. (Near Angel). 865-194

MORRIS-COMMERIAL 1949 diesel articulated with 22-ft. flat body, very good condition, £225. Any trial.

MADWAY SPARES, Bordesley Green Rd., Birmingham 9. Victoria 4933. 865-46

Used Passenger Vehicles (contd.)

BROADHEAD ASSOCIATES, ACE OF SPADES GARAGE, BUTLEY, NEAR MACCLESFIELD.

Phone, Prestbury 89643.

A Selection of 1959 BEDFORD 10-12-cwt. vans.

A Quantity of 750-cu.-ft. insulated van trailers.

1959 BEDFORD SST1 (Bedford diesel) short-wheel-base 8-cu.-yd. tippers. 1957 B.M.C. articulated unit.

1.600-CU.-FT. articulated van, S.A.E. pin.

75-TON low-loader trailer, 14-ft. 6-in. well, 9 ft. wide with Tandem-type bogie, will sell separate.

Quantity of 4-wheel trailers, 11 ft. 6 in. by 5 ft. 6 in., platform loading height 2 ft.

VARIOUS 4-, 6- and 8-wheel lorries to clear.

DISMANTLING for spares: Maudslay 9.6 Albion CX3, Dodge 105, and various Seddons, etc., etc. 865-525

THURGOODS OF WARE.

1952 June, BEDFORD Vega 33-seater, plus courier, green and cream, red interior, heater, certificate of fitness 19.6.62, £1,235.

1949 August, BEDFORD bus, 35-seater, full front, 19.8.62, £475.

1949 8-7-6 BEDFORD Vistas (29), various colours, choice of six, clean condition, from £250.

1948 LEYLAND PSI Duple coach, 35-seater, maroon and cream, certificate of fitness 14.8.62, £575. BODY repairs quickly executed.

VISTA retrims and conversions (one day).

PHONE: Ware 2383 and Hertford 4334. Nights, Ware 2896. 865-525

J. W. FIELDSSEND, LTD.

COMMERCIAL TS3 41-seater Plaxton.

1957 TS3 41-seater Duple.

1953 CROSSLEY 47-seater Churchill.

1953 LEYLAND Royal Tiger 41-seater.

CROSS LANE, Salford. Phone, Pendleton 5331.

1957 BEDFORD petrol 41-seater Plaxton.

1958 BEDFORD petrol 41-seater Plaxton.

1958 COMMERCIAL TS3 41-seater Plaxton.

VICTORIA COACHES, 1159 London Rd., Leigh-on-Sea. 865-524

1960 FORD Thames Burlingtonham 41-seater coach.

1960 BEDFORD Burlingtonham 41-seater coach.

1959 August, FORD Burlingtonham 41-seater coach.

1958 LEYLAND Tiger Cub Burlingtonham 41-seater coach.

1948 LEYLAND PSI Burlingtonham 33-seater coach.

All vehicles in first-class condition. Any trial and inspection welcomed. Price arranged after trial and inspection. Box CM6315, care of The Commercial Motor. 866-8797

1948 A.E.C. 9.6 engine, 33 seats, in very good condition. 1948 Leyland PSI, 33 seats, very good condition.

1949 LEYLAND PSI, 33 seats, Marchwood Motors, Wids. Marchwood, Southampton. Phone, 865-7359

1949 LEYLAND PSI, 33 seats, Marchwood Motors, Wids. Marchwood, Southampton. Phone, 865-7359

Bedford and Morris small buses, suitable for schools, hotels, contractors, from £250. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 865-56

6000 FORD Thames Burlingtonham 41-seater coach.

6000 BEDFORD Burlingtonham 41-seater coach.

1959 August, FORD Burlingtonham 41-seater coach.

1958 LEYLAND Tiger Cub Burlingtonham 41-seater coach.

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1949 LEYLAND PSI, 33 seats, Marchwood Motors, Wids. Marchwood, Southampton. Phone, 865-7359

Used Passenger Vehicles (contd.)

Unclassified Wanted

WANTED. scrap single- and double-decker buses, coaches, bus bodies, scrap engines, dynamos, starters, batteries, etc. We collect anywhere. Blair, 195 Chapel St., Salf

Miscellaneous Vehicles (contd.)

1960 AUSTIN 7-ton diesel Tiverton cattle container, complete with sheep decks, 2-speed axle, 9.00 by 20 tyres, nominal mileage, nearly-new condition.
1958 AUSTIN 3-ton horse box, fitted radio, mileage 8,000, new condition, only wants seeing.

HIRE-PURCHASE AND PART-EXCHANGES.
CHAS. CLARKE AND SON (COMMERCIAL VEHICLES), LTD.,

ALEXANDRA STREET, WOLVERHAMPTON.
Phone, Wolverhampton 26781.
26784 AFTER 6 O'CLOCK. 865-185

ESTATE CARS AND UTILITIES

1957 HILLMAN Husky, choice of two, in exceptional condition, from £365, Cavendish Road, Cavendish Rd., N.W.6. Willesden 0046-8. 865-358

EX-W.D. VEHICLES

AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition available. Specification and photographs available on request. Overseas inquiries invited.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's, Waltham Chase, 133. Cables, "Morganspire, Southampton." 222-882

SWORDER (MOTORS), EXPORT, LTD., for all ex-W.D. trucks or spares. London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 222-933

A.E.C., Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 6 vehicles, spares and tyres.
H. ROLLASON, Yokesford Hill, Romsey, Hants. 222-986
Phone, Braishfield 395.

LARGE fleet latest-type MORRIS M.B.C. 4-wheel-drive trucks, reconditioned Model MRA-1. H.P. terms available.
AUTO UNITS (EALING), LTD., Derwent Rd., W.5. Eal 5108. 865-110

EX-W.D. unregistered vehicles.
BEDFORD 3-ton short-wheelbase tippers, twin rear, £295.
BEDFORD 5-ton long-wheelbase twin rear, drop-side truck, £165.
BEDFORD GS trucks, from £125.

FORDSON 5-ton long-wheelbase drop-side truck, twin rear, 40-type cab, V8 petrol engine, £140.
KARRIER Bantam 30-cwt. flat truck, reconditioned engine, twin rear, £265.
REGISTERED ex-W.D. vehicles.

COMMER Superbase 30-cwt. van, reconditioned engine, £375.
SHERWOOD'S GARAGES, LTD., Monton Rd., Monton, Eccles, Lancs. Eccles 1883. 865-277

SEVERAL FORD WOT6 machinery trucks, unused since reconditioned in 1957, fitted sliding boom block and tackle and 24-KV generator, etc. Jacquier, Ltd., 229 Hammersmith Rd., W.6. Riv 6677. 865-353

MAIN'S MOTORS, LTD., Ewelme, Oxon (phone 62), offer the largest selection of genuine low-mileage surplus Government vehicles in the South of England. Bedford, Austins, Albions and Morris at prices from £90. Spares from 16 acres of low-mileage trucks of almost every make. American and English, if you need include anything from complete vehicles or the smallest part, we can usually supply from stock. Callers welcomed or phone your requirements now. Same-day service. Over 15 years' ex-W.D. experience at your disposal. 865-501

ELECTRIC VEHICLES

MORRISON 10-cwt. electric vans, registered 1948, complete with batteries (eight months' unexpired guarantee), also charger, excellent condition. Best offer. Box CM642, care of "The Commercial Motor." 865-8814

INSULATED VANS

1958 AUSTIN 5-ton N.C. long-wheelbase diesel, fitted insulated meat container, 22,000 miles, ex C-licence user, excellent condition.
1957 AUSTIN 3-ton F.C. long-wheelbase fitted meat container body, ex C-licence user, plain cream, any trial or examination.

HIRE-PURCHASE PART-EXCHANGES.
CHAS. CLARKE AND SON (COMMERCIAL VEHICLES), LTD.,

ALEXANDRA STREET, WOLVERHAMPTON.
Phone, Wolverhampton 26781.
26784 AFTER 6 O'CLOCK. 865-184

MEAT transporter, 1956 Austin diesel, 15-ft. body, with Market Loader gear, £450. R. A. Neavey, Ltd., Abbey Lane, Leicester. Phone 62541. 865-337

JEEP

M38, Late type, hard and soft tops, low mileage, ex-U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 865-417

LUTON VANS AND PANTECHNICS
LET us quote you for Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295. Two-year guarantee.
FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 866-8810

1951 GUY OTter with Gardner 4LK diesel, Eaton 2-speed axle, heater and demister, 1,350-cu.-ft. coachbuilt pantechnicon, good tyres, one owner, £650. H.T.P. Motors, Ltd. Truro 2581. 865-8813

FORD 4D diesel Luton van, good condition bodily and mechanically, good tyres, £350. Stepney 5522. 866-8810

1950 JENSEN pantechnicon, over 1,300 cu. ft., one owner, P6 engine, £350. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 865-40

A54

Miscellaneous Vehicles (contd.)

LUTON boxvan, approximately 1,000 cu. ft., registered 1945, £75 or near offer. Phone, London, Highgate Wood 9858. 866-8837

LUTON vans. Several FORD 4D and P6 1,350 to 1,750 cu. ft., 1955-1957.

WE have a large selection, details of which will be sent on request. Hire-purchase.

WOOD AND LAMBERT, LTD.,

49 STAMFORD HILL, N.16.
Sta 3434. 865-27

AUSTIN 30-cwt. Luton van, 850 cu. ft., drop tailboard, petrol, new, unregistered, immediate delivery. Terms up to three years. Sheldon Motor Services, 2119 Coventry Rd., Sheldon, Birmingham, 26. Phone, Sheldon 4386-7-8. 865-204

1956 B.M.C. 3.4 diesel Luton van, 1,600 cu.-ft. body, well tired, in excellent condition throughout, unladen weight 2 tons 19 cwt., £675. Phone, Stepney Green 5522. 865-344

MARSTON MOTOR CO., LTD.,

OFFER FROM STOCK

NEW LUTON VANS

FOR

IMMEDIATE DELIVERY.

SEE OUR ADVERTISEMENT UNDER USED GOODS VEHICLES—AUSTIN AND USED GOODS VEHICLES UNCLASSIFIED.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.
Phone, Stamford Hill 8000. 865-80

CHANDLERS MOTORS, LTD.,

1956 MORRIS 5-ton 1,200-cubic-ft. pantechnicon, alloy body, in really first-class condition, £475.
1955 BEDFORD A model, 3-ton, integral cab, in excellent condition, C-licence operator, 6-ft. 6-in. inside height, with roller shutter, £265; choice of two.

1954 AUSTIN 5-ton 1,000-cu.-ft. pantechnicon, low loading, choice of two, £295.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Phone, Greenwich 2033-4. 865-494

BIRMINGHAM COMMERCIAL OFFER—

NEW B.M.C. MORRIS Luton vans for immediate delivery.

4-TON extended chassis, 1,650 c.c.

30-CWT., extended chassis, 690 c.c.

5-TON forward-control, extended chassis, 1,175 c.c.

1959 30-cwt. Luton, 650 c.c.

BIRMINGHAM COMMERCIAL MOTORS, LTD.,

560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437. 865-438

1955 BEDFORD 5-ton 1,450-cu.-ft. diesel Luton, one owner, very tidy body, now being fitted with factory replacement Perkins diesel engine, with new roof lining, unladen weight 2 tons 19 cwt., for £1,050. Church Road Motors, Ltd., Hadleigh Exst. Phone, Hadleigh 57271. 865-533

H. A. SAUNDERS, LTD.,

AUSTIN DISTRIBUTORS.

AUSTIN S200 chassis-cabs, fitted with boxvan bodies, side and rear shutters, now available, ready for colour.

AUSTIN S200 chassis-cab, fitted with 600 c.c. Luton body, now in progress.

AUSTIN 5-ton chassis, scuttle, diesel, fitted with 1,250 c.c. Luton body, integral cab.

AUSTIN LD2 chassis, fitted with 500 c.c. and 550 c.c. Luton bodies, petrol, diesel, now available, immediate delivery.

THE above vehicles carry our "S and B" guarantee. Hire-purchase, part-exchanges. Bodybuilding.

WAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

H. A. SAUNDERS, LTD.,

836 HIGH ROAD, FINCHLEY, N.12.
Hillside 5272, ext. 22. 865-544

BEDFORD 15 R6, 1955 Dural body, PSV chassis, Ford 4D, 1250; 1955, Dural body, Dom 5583. 865-228

1950 FORD 4D diesel Luton van, 1,600 cu. ft., recent exchange engine, clean and tidy, £325. Phone, Stepney Green 5522. 865-343

MOBILE SHOPS, CANTEENS, ETC.

GROCIER'S shops. Austin 152 Martin Walter, £773. Also new Bedford Smith ice cream cornettes, £877. Deliveries from stock. Lawton-Goodman, 135 Cricklewood Broadway N.W.2. Gladstone 2226. 865-55

1955 KARRIER Bantam mobile shop, first-class condition, mechanically, interior and exterior, £950. BAYLIS-THE-GROCERS, LTD., 75 Broad St., Reading. Phone, Reading 52251. 865-475

MUNICIPAL VEHICLES

BEDFORD Lacre road sweeper collector for sale, 1954, diesel engine, good condition.
G. E. NEVILLE AND SON, LTD., Mansfield. Phone 865-817

Miscellaneous Vehicles (contd.)

Municipal Vehicles Wanted

CESSPIT and gully emptiers, preferably Dennis, Botley Motors (Commercial), Station Garage, Botley, Southampton. Phone, Botley 2343. 865-286

TANK WAGONS

SCAMMELL radial cargo compressors and vending pumps. Box CM5412, care of "The Commercial Motor." 222-881

TANKS, tankers, frameless articles, and independent tanker trailers, all types. Also a large number of milk and whey tankers. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-881

DENNIS Max Mark VII, fitted with 40 barrel rigid road stainless-steel tank, date first registered 1954, Dennis diesel 6-cylinder engine, CAV alkaline batteries, all pistons, inlet and exhaust valves renewed January, mileage to date 67,041, all pistons, lining, inlet and exhaust valves renewed September, 1959, at 62,000 miles, tyres 36 x 8, flashing indicators fitted, towing equipment for drawbar trailer fitted complete with twin alloy-braking system.

EDDOW Mark 14, fitted with 40 barrel rigid road stainless-steel tank, date first registered 1955, Camber 5LW engine, Exide batteries, mileage to date 45,514, all pistons, inlet and exhaust valves renewed January, 1960, at 42,000 miles, tyres 9.00 x 20, flashing indicators fitted, towing equipment for drawbar trailer fitted complete with twin alloy-braking system.

HAULGO, LTD., West St., Havant. 866-881

SCAMMELL tanker, stainless steel, 20-ft. trailer on Bedford diesel unit. Dom 5583. 865-231

BRAND-NEW 1,650-gal. stainless-steel milk tank, complete with 145-gal. stainless-steel chassis and cab, immediate delivery.

BRAND-NEW 1,650-gal. stainless-steel milk tank, fitted with A.P.V. stainless-steel suction and delivery pump conforming to Milk Marketing Board specifications, immediate delivery, mounted on Luton Trader 7-ton chassis but will separate; immediate delivery.

BARTON TOWNLEY, LTD., Main Ford Estate, Lancaster. Phone 4317-8-9. 865-26

LARGE stocks of tanks and tank wagons suitable for use with paraffin or petrol, all sizes from 600 gallons to 3,500 gallons, with or without pumps; list on application.

H. A. DOLMAN, LTD., 215 North Rd., Southampton. on-Sea. Phone 43262. 865-71

Tank Wagons Wanted

STAINLESS-STEEL tanks and tankers. Also 2,500-gal. ex-W.D. refueller tankers. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-881

TIPPING LORRIES

1955 DODGE fitted with 7-yd. body, Perkins H diesel engine and 2-speed axle, good running order, £425. Ford Transit chassis, petrol engine, excellent condition, very little used, £170. L. W. Van, Ltd., Amptill, Bedford. Amptill 3255. 222-997

FOR sale, tippers, ideal for motorway work, due to the delivery of new vehicles, we have the following tipper wagons for disposal at reasonable prices: 1955 Bedford (rebuild) 4-wheel, £190; 1955 Ford 6-wheel, £450; 1945 Foden 6-wheel, £125 (new engine, 12 months ago); 1945 Foden 4-wheel, £350; 1945 Dennis 4-wheel, £175. Hays Tours, Ltd., 115 Tong Rd., Leeds, 12. Phone 63971. 865-100

1954-8 DODGE 7-ton diesel tippers, Eaton 2-speed axles, new engines. Offers, H.P. arranged. Westcot, Watford. Phone, Watford 4101. 865-450

DODGE 1955 (4-cylinder), 103, Perkins H diesel, 6 cu. yd. tipper, on good tyres and in clean good order, £495. W.E.M. Motors (Wimbledon), 506-510 Kingston Rd., London, S.W.20. Phone, Cherrywood 456. 1480; evening, Cherrywood 4322. 865-100

BEDFORD, 1953, 3-ton long-wheelbase steel bodied tipper, with crew cab, choice of two, £125 each. Ford 1953, P6, heavy-duty 5-ton truck, £175. Guildford 3355. 865-40

B.T.C. Four-in-line 16-ton tipping trailer, 22-ft. long, 7-ft. 6-in. wide, 3-ft. sides, almost new, equipped with vacuum and air brakes, 5.5-cu. coupling, can be converted to any existing tractor, tipping power on trailer, fitted with Michelin D20 tyres, all facilities.

PLANT TRANSPORT AND INSTALLATION CO., Bellotti Rd., Bath. Phone 78341. 865-15

NEW BEDFORD normal-control and forward-control tippers available, details on request.

ARLINGTON MOTOR CO., LTD.,

HIGH ROAD, PONDERS END, MIDDX.
Phone, Howard 1266. 865-30

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301. 865-30

DUMBALLS ROAD, CARDIFF, GLAMORGAN.
Phone, Cardiff 30641. 865-40

COMMER TS3 short-wheelbase tippers, 1959 machines, low mileage and as new.

FODEN 12-cu.-yd. 8-wheel tipper, rebuilt 1956, the machine is in very good order and ready for use (further inquiries to Grantham Commercial, 97 Barrowby Rd., Grantham. Phone 133. 865-30

1960 COMMER TS3 Unipower 6-wheeled tipper, double-drop-side body, steel floor, power-assisted steering and air braking; this machine is virtually new with a mileage of under 7,000, cost over £3,000 in January this year. Genuine and interested buyers please contact Grantham Commercial, 97 Barrowby Rd., Grantham. Phone 133. 865-30

1958 (Late) LEYLAND Comet short-wheelbase alloy tipper, good order, new batteries, 2-speed axle, low mileage.

1957 7-ton DODGE, R6 engine, 10-ft. 6-in. drop-side tipper, one C-licence owner, good tyres, very clean. Justice (Underwood), Langley. Mill 312. home 3625. 865-30

1955 (Registered) FODEN 8-wheeled tipper, 8.5-cu. engine, double drive, large capacity alloy body, clean and well maintained, £950.

1959 Thames Trader 6D 7-ton tipper, steel drop-sided 7-yd. body, in very good order, £850. Also a number of other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Sireenage 174. 865-30

Miscellaneous Vehicles (contd.)

LEYLAND Comet short-wheelbase alloy tipper, 2-speed axle, 1,425. 865-30

1955 B.M.C. tipper condition, 4. 865-30

1957 COMMER body, good. 865-30

NEW B.M.C. 7-yd. tipper, 1959, 1,425. 865-30

Tipping

BEDFORD second-hand body, diesel pref. 865-30

3- And 4-ton SCAMMELL 1956. 865-30

MEADWAY SPARE 5-ton. 865-30

DENNIS 1955 H.C. 1955. 865-30

1955 Also 1955. 865-30

1954 SCAMMELL 1954. 865-30

1954 Also a large number. 865-30

1954 Also a large number. 865-30

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es Wanted
 referees Dennis Bridge
 Station Garage, Bolton
 05-480

GONS
 empressors and various
 of "The Commercial"
 zzz-412

articles, and independent
 also large number of
 Motors (Commercial),
 hampson, Phone, Bolton
 zzz-411

and with 40 barrel rigid
 first registered 1954,
 CAV alkaline battery,
 stons, liners, inlet and
 170, 1959, at 63,000 miles
 fitted, towing equipment
 complete with twin air-line
 040 barrel rigid road
 registered 1955, Gardner
 mileage to date 43,514,
 valves renewed January
 x 20, flashing indicators
 rear trailer fitted com-
 pletely.
 06-480

steel, 20-ft. trailer in
 5583,
 ss-steel milk tank, com-
 pleted on 11th December
 and cab, immediate
 ss-steel milk tank, fitted
 action and delivery pump
 Board specifications, in
 latest Trader 7-ton
 06-480

Main Ford Dealer
 06-480

bank wagons suitable for
 from 600 gallons to
 mps; list on application
 5 North Rd., Stouffville
 06-478

Wanted
 tankers. Also 2,500-gal.
 re Motors (Commercial),
 Southampton, Phone
 zzz-414

RRIES
 7-yd. body, Perkins P6
 ed axle, good running
 er, petrol engine, ex-
 170, L. W. Vasa, Ltd.,
 zzz-997

orway work, due to the
 low the following tipping
 prices: 1955 Bedford
 ten 6-wheel, £450; 1957
 12 months ago; 1947
 4-wheel, £175. Also
 12, Phone 6871.
 05-080

ippers, Eaton 2-speed
 05-080

fferers P.P. arranged,
 0101,
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ss, Perkins P6 diesel
 res and in clean good
 (Wimborne), 500-50
 Phone, Cherrywood 450,
 06-100

wheelbase steel bodied
 of two, £125 each. Ford
 £175. Guildford 135,
 06-40

pping trailer, 22-ft. lon-
 -ft. sides, almost new,
 ractor, all tipping power
 0 tyres, all facilities.
 INSTALLATION CO.,
 78341,
 06-15

ol and forward-control
 request.

R CO., LTD.
 END, MIDDX.
 1266.

URY, SUFFOLK.
 2301.

FF, GLAMORGAN.
 06-41

ippers, 1959 machines,
 per, rebuilt 1956, this
 machine is virtually
 000, cost over £3,000 in
 and interested buyers
 cials, 97 Barrowby Rd.,
 06-530

ower 6-wheel tipper,
 steel floor, power
 this machine is virtually
 000, cost over £3,000 in
 and interested buyers
 cials, 97 Barrowby Rd.,
 06-530

net short-wheelbase all-
 y batteries, 2-speed axle,
 engine, 10-ft. 6-in. drive-
 owner, good tyres,
 D, Langley Mill 310,
 06-500

8-wheeled tipper, 4.5
 tone capacity alloy body,
 06-500

ation tipper, steel deep
 very good order, 2500
 tippers in stock.
 Langley, Hitchin, Herts
 06-100

Miscellaneous Vehicles (contd.)
LYLAND Comet 3-4-wheelbase tipper, 100 engine,
 2-speed axle, £425, 17 Pearl St., Sheffield. Phone
 2819, 37329.

1955 B.M.C. tipper, 8-cu.-yd. alloy body, excellent
 condition, £250, C. Russell, 155 Millbank St.,
 Southampton. Phone 26590. 865-381

1957 COMMER TS3 tipper, Pilot gear and 7-yd.
 tipper, good condition, £850, BA 6069. 865-436

NEW B.M.C. 7-yd. tipper, Telehook SL7 underfloor
 drive, 2-speed axle, 9.00 x 20 tyres, immediate delivery.
 3633. 865-480

Tipping Lorries Wanted
BEDFORD second-hand 7-ton 5-type tipper, U-shaped
 body, diesel preferred. Sheppey Glue, Horley 967.
 865-138

TRACTORS
3-and 6-ton SCAMMELL mechanical horse tractor
 units, £45 each.
MADWAY SPARES, Bordesley Green Rd., Birming-
 ham, 9, Victoria 4933. 865-4

DENNIS 1955 (Horal), petrol, Scammell unit, ex C
 1955, in clean and first-class working condition, good
 tyres, £195. Also similar Horal of 1951 manufacture at
 W.E.M. Motors (Wimborne), 506-508 Kingston
 Rd., London S.W.20. Phone, Cherrywood 4568, 1480;
 06-480

1955 FODEN FG6 tractor unit, 6LW engine, one
 owner, S.A.E. coupling, in excellent order, £67.
1958 BEDFORD 5-type unit with Comet 90 engine,
 5-speed gearbox, S.A.E. coupling, appearance
 almost as new, £750. 865-436

1954 SCAMMELL tractor unit, 6LW engine, 6-speed
 box, very good order.
 A large number of other tractor units of various
 makes in stock. Tractors also in stock.
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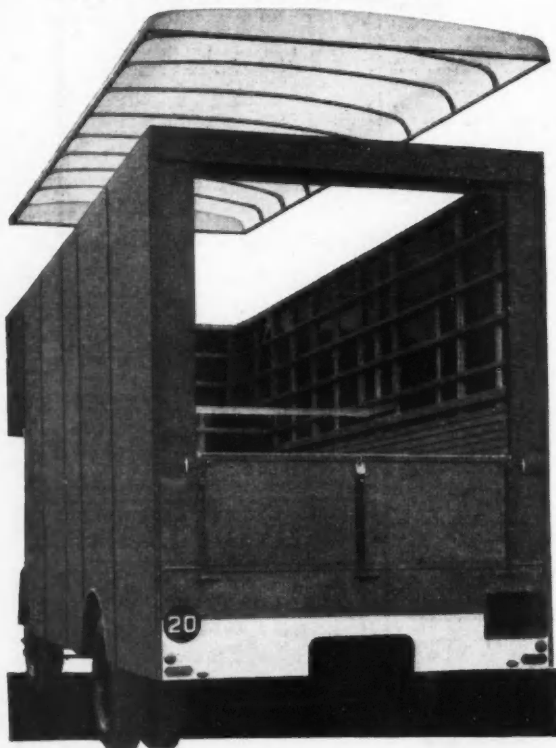
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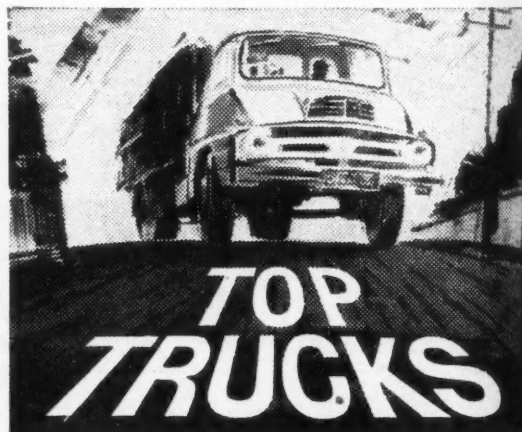
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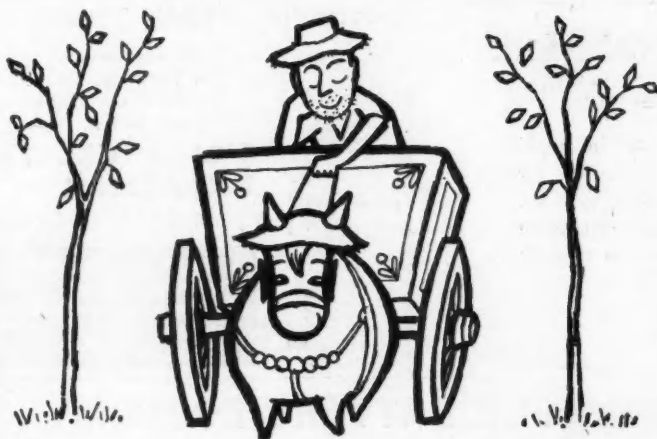
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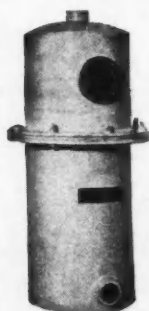
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